Report by the Railway Board
on
Indian Railways
for
1936-37 & 1937-38
(Vols. I & II)

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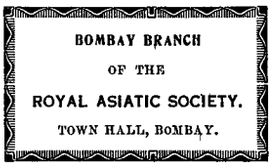

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(2) Classified List of State Railway Establishment and Distribution Return of Establishment of all Railways. Published yearly. Price Rs. 1-12-0 or 3*s.*

(3) History of Indian Railways, constructed and in progress corrected up to 31st March 1933. Published quinquennially. Price Rs. 6-0-0 or 9*s.* 9*d.*

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(5) Over 296 papers have been published by the Railway Board's office. The papers comprise :—

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(*b*) Reprints of articles from foreign engineering magazines.

(*c*) Reprints or abstracts of reports received by the Government of India on subjects connected with railways.

A complete list of the papers can be obtained *gratis* from the Chief Controller, Standardisation, Central Standards Office for Railways, Simla/New Delhi. A few of the more important Technical papers are mentioned below :—

Technical Paper.	*Name.*	*Author.*
No. 72.	The design of well foundations for bridges	(Compiled.)
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„ 153.	River training and control on the guide bank system	*F. J. E. SPRING.*
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GOVERNMENT OF INDIA

RAILWAY DEPARTMENT

(RAILWAY BOARD)

REPORT

BY THE

RAILWAY BOARD

ON

INDIAN RAILWAYS

FOR 134519

1936-37 & 1937-38

Volumes I & II

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	Map of India showing railways open and under construction on 31st March 1937	In the pocket of the back cover.

INTRODUCTORY NOTE.

1. For the information of foreign readers of this report, who are unaccustomed to the use of Indian currency and units, it may be mentioned that a lakh is one hundred thousand and a crore one hundred lakhs.

2. An anna is a 16th part of a rupee and a pie the 12th part of an anna.

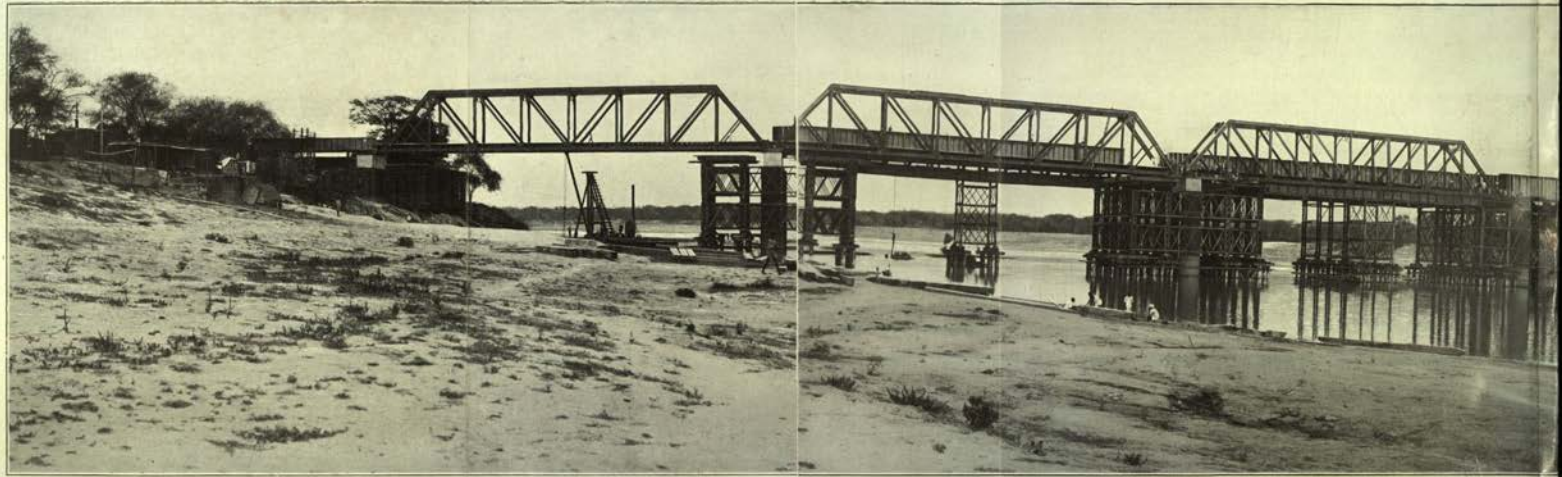
3. The approximate value in English coinage of a rupee at the present rate of exchange is one shilling and six pence.

NOTE.—Indian Railway Systems have been classified under three classes for statistical purposes—

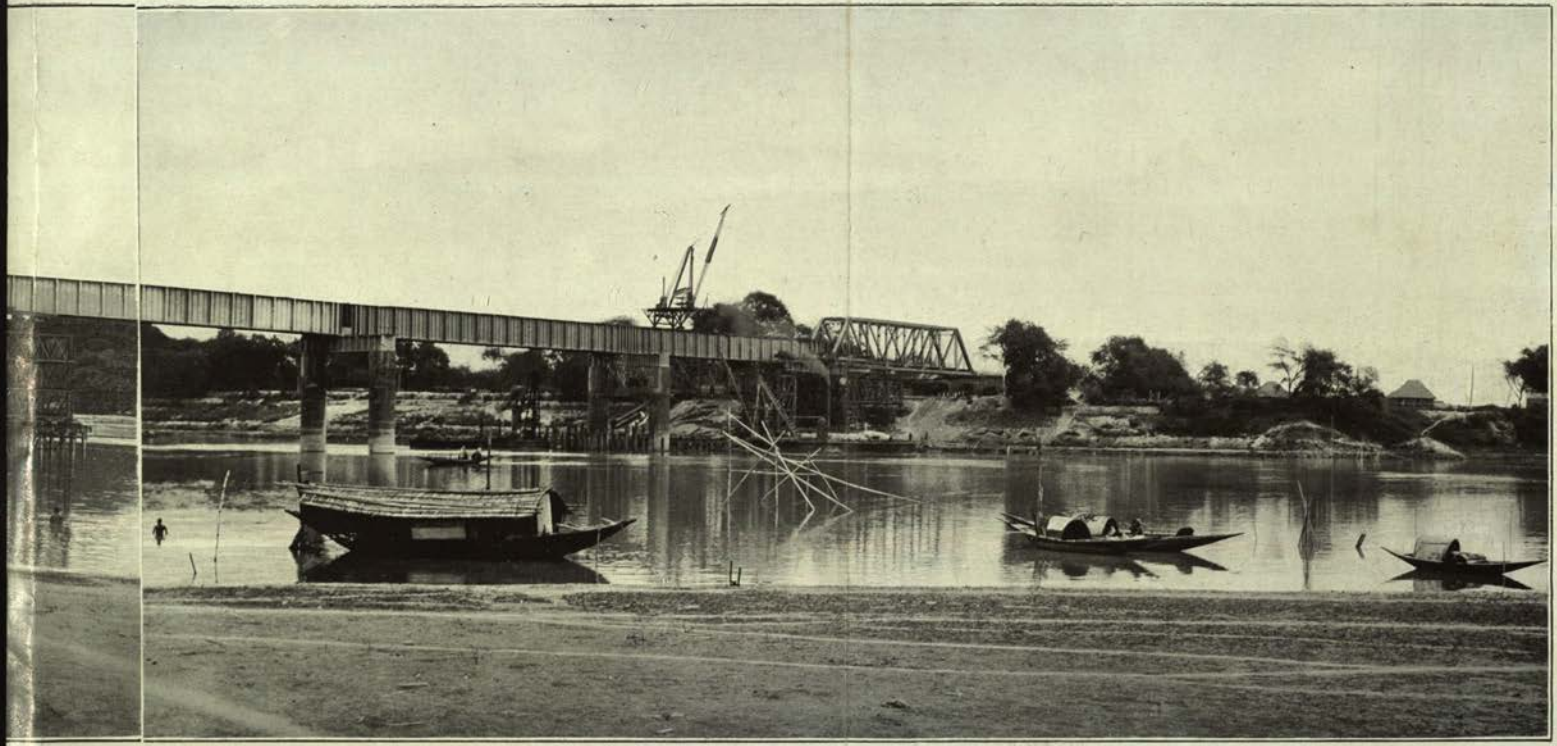
Class I—Railway with gross earnings of Rs. 50 lakhs and over a year.
,, II—Railways with gross earnings of less than Rs. 50 lakhs a year, but exceeding Rs. 10 lakhs a year.
,, III—Railways with gross earnings of Rs. 10 lakhs and under a year.

A detailed list of the railways in each class will be found in Appendix A, pages 117 to 121.

INDIAN RAILWAYS
DIAGRAM SHOWING FOR EACH YEAR THE TOTAL CAPITAL OUTLAY, GROSS EARNINGS, WORKING EXPENSES & LENGTH IN MILES OPEN.
NOTE:- THE FIGURES ON THIS SCALE REPRESENT LAKHS FOR THE CAPITAL OUTLAY, TENS OF THOUSANDS FOR GROSS EARNINGS & WORKING EXPENSES & MILES FOR LENGTH OPEN.
108·07 CRORES.
88·13 CRORES.
69·93 CRORES.
43,291 MILES.
TOTAL GROSS EARNINGS OF ALL LINES
TOTAL CAPITAL OUTLAY ON ALL LINES
TOTAL WORKING EXPENSES OF ALL LINES
TOTAL MILES OPEN
TOTAL CAPITAL OUTLAY ON ALL LINES
TOTAL GROSS EARNINGS OF ALL LINES
TOTAL MILES OPEN
TOTAL WORKING EXPENSES OF ALL LINES
YEARS
130,000
120,000
110,000
100,000
90,000
80,000
70,000
60,000
50,000
40,000
30,000
20,000
10,000
0



Regirdering the Gorai Bridge between Kushtia and Rajbari.



CHAPTER I.

GENERAL REVIEW.

1. Introduction.—The Railway Board's annual report on Indian Railways for the period from 1st April 1936 to 31st March 1937 is published in two volumes. Volume I reviews the general administration and the financial results of the railways with special comments upon items of outstanding interest that occurred during the year. It also covers references to new construction of railway lines, improvements in and additions to rolling stock, introduction of improved methods of operation, the recruitment, training and welfare of staff, and other matters having an important bearing on railway management and operation. Volume II is a compilation of financial and statistical summaries and statements covering the main heads of the capital and revenue accounts and embraces the complete range of railway working.

2. Monsoon conditions and agricultural results.—India is primarily an agricultural country and the well-being of the whole community is greatly dependent on the rainfall. The principal rains occur during the south-west monsoon which usually extends from early June to September. During 1936, this monsoon started a little earlier than usual and though there were no pronounced breaks, the rainfall was unevenly distributed. Averaged over the plains of India, the total rainfall during the monsoon period was 4 per cent. in excess of the normal, but was in excess in the Gangetic plain and in defect in the Deccan and Gujarat. Taking the year as a whole, the rainfall was within 20 per cent. of the normal all over the country, except in the United Provinces, the Central Provinces, Bihar, Orissa and in the south-west Punjab and north Madras Coast where it was excessive and in Gujarat and the Deccan where it was in defect.

From the agricultural point of view, the season on the whole must be regarded as good. Compared with the previous year, the outturn of rice recorded an increase of 17 per cent., though the crop in Burma was defective. Sugar cane showed an increase of 14 per cent., due mainly, however, to an increase in the area under cultivation. Jute increased by 21 per cent. and cotton by 6 per cent. The principal oilseeds, *e.g.*, groundnut, sesamum and castor seed, increased by 24, 4 and 4 per cent. respectively, and the winter oilseeds of rape and mustard recorded an increase of 6 per cent. Linseed outturn declined by 9 per cent., and wheat also recorded a decrease of 3 per cent. compared with the preceding year.

3. The gross traffic receipts of State-owned Railways for the year amounted to Rs. 95·48 as against Rs. 90·65 crores in 1935-36 or an increase of Rs. 4·83 crores. After meeting all charges, including depreciation and interest on capital at charge, the net result of the year's working was a gain of Rs. 121 lakhs. This amount was added to the Depreciation Reserve Fund in part payment of the amount withdrawn from the fund to meet deficits in the working of railways during previous years.

Goods traffic was mainly responsible for the increase, the goods earnings having risen from Rs. 64·69 in 1935-36 to Rs. 69·79 crores, though the tonnage carried decreased from 86·9 millions in 1935-36 to 86·3 millions in 1936-37. On the other hand the net ton miles increased from 20,554 millions in 1935-36 to 21,435 millions in 1936-37—an increase in the average lead per ton per mile from 236 to 248 miles. A point of particular interest is that during 1936-37 the goods traffic was better by Rs. 97 lakhs than in 1929-30, the last year in which Railways earned a surplus.

Passenger earnings showed a slight fall of Rs. 23 lakhs, as compared with the previous year; the totals being Rs. 30·56 crores in 1935-36 and Rs. 30·33 crores in 1936-37. The number of passengers carried was 509·9 millions in 1936-37 as compared with 503·7 millions in 1935-36—an increase of over six millions. The passenger miles also increased from 18,154 millions in 1935-36 to 18,270 millions in 1936-37.

4. Mileage.—Thirteen new miles of line, entirely located within Indian States and constructed at their cost, were opened during the year. Owing to re-alignment of certain existing sections, however, the net addition to the mileage of railways was only ten. The total route mileage at the end of the year was 43,128; in addition 63 miles were under construction.

5. Railways and the Legislature.—Judging from the number of questions asked in the Council of State and the Legislative Assembly, it would appear that the members of the Indian Legislature continue, as in the past, to take a keen interest in the working of the Railway Department. Out of a total number of 3,003 questions asked in both the Houses during the year 1936-37, 913 or 30 per cent. related purely to railway matters as compared with 31 per cent. during the previous year.

In addition to this large number of questions, four resolutions also came up for discussion in the Council of State. The Indian Railways (Amendment) Bill was also discussed at great length during the Simla Session—1936, and a resolution was adopted for the Bill to be circulated for the purpose of eliciting opinion thereon. The Bill was further discussed in the winter session of 1937 and referred to a Select Committee

(i) *New Railway Station at Hardwar.*—A resolution was moved in the Council of State on the 30th September 1936 recommending to the Governor General in Council that provision should be made for the building of a new railway station with all modern conveniences for passengers at Hardwar. Government agreed that the facilities at Hardwar were not quite what they should be, and stated that work on improvements had been started. In drawing up these plans the East Indian Railway had had the advantage of a conference with Pandit Hirday Nath Kunzru, President of the Servants of India Society. The actual number of passengers at Hardwar was 1,200 a day or 438,000 a year. During the Kumbh *mela* of 1927 the number carried to Hardwar, including Rikhikesh, was 356,473, and from Hardwar 335,728. In view of these figures Government considered that the expenditure required to provide a modern railway station straightaway was not justified, and suggested that the resolution be amended to read as follows :—

> " This Council recommends to the Governor General in Council to make provision for the improvement of Hardwar railway station to enable it to deal efficiently with the large pilgrim traffic offering."

The resolution as amended was adopted.

(ii) *Catering arrangements on the Bengal Nagpur Railway.*—On the 12th March 1937 the Hon'ble Mr. Sitakanta Mahapatra moved the following Resolution in the Council of State :—

> " That this Council recommends to the Governor General in Council that a committee consisting of Railway officials and others not connected with the Railway Administration be appointed to enquire as to how far the present policy and arrangements of the Bengal Nagpur Railway Company for catering is responsible for the supply of bad food at high prices at the railway platforms and to suggest ways and means to remove these grievances."

In the course of his speech, the Mover alleged that Indian food sold on the Bengal Nagpur Railway platforms was unwholesome and the prices charged were high; that the license fees for Indian catering were high; that the Bengal Nagpur Railway Catering Department competed with private enterprise in selling wines, spirits, provisions, etc., to their staff; that the Railway Hotels were run at a loss and were subsidised by revenue derived from Indian catering. He asked for the appointment of a Committee and was supported by five other members of the Council of State.

The Hon'ble Sir Guthrie Russell, Chief Commissioner of Railways, in opposing the Resolution quoted figures supplied by the Bengal Nagpur Railway which showed that the allegations made against that Railway's Catering Department were not correct, and on his giving an undertaking to enquire into the allegation of high prices charged for Indian food and to send a copy

of the debate to the Agent for his opinion on any suggestions made to improve matters, the resolution was withdrawn.

(iii) *Taking over the Bengal Nagpur Railway under State management.*—On the 15th March 1937, the Hon'ble Mr. Sitakanta Mahapatra moved a resolution in the Council of State regarding the taking over of the Bengal Nagpur Railway under State management. The Mover said that under the original provision of the contract with the Bengal Nagpur Railway Company, the Secretary of State had the power to terminate the contract and take over the railway under State management on the 31st December 1913, but this provision was revised in 1912 with the result that it was impossible to terminate it at any date before 31st December 1950.

In opposing the resolution it was explained by Government that, as regards the revision of the contract and extending it to 1950, there was no reason to doubt that it was done for what were considered good and sufficient reasons at that time, and that, with regard to the taking over of the Railway under State management it was not possible to do anything, as the Hon'ble the Mover himself had stated, before 1950, unless by private negotiations which would not pay Government. The resolution was withdrawn.

(iv) *Enquiries into the working of the Bengal Nagpur Railway Administration.*—A resolution was moved on the 17th March 1937 in the Council of State by the Hon'ble Mr. Sitakanta Mahapatra regarding the appointment of a Committee to make detailed enquiries into the working of the Bengal Nagpur Railway Administration with a view to finding out the causes of deficits year after year and to suggest ways and means to improve the position.

The resolution was supported mostly on allegations of inefficiency in comparison with the position on other railways. It was opposed by Government on the grounds that the normal measure of efficiency would be the operating ratio which compared favourably with those obtaining on other railways. It was also explained that the Bengal Nagpur Railway was worked under certain great disadvantages, *viz.*, that it had very severe gradients which affected working expenses, that it had small high-rated traffic and the bulk of the main traffic consisted of coal, manganese, iron ore, dolomite, limestone, etc., which were carried at the lowest possible rates, with the result that the earnings of the Railway were low while the working expenses were not susceptible of reduction proportionately. The resolution was negatived.

6. Railway Budget.—The Railway Budget for 1937-38 was discussed in detail with the Standing Finance Committee for Railways at their meeting held on the 22nd and 30th January 1937. It was presented to both Houses of the Legislature on the 16th February 1937. The general discussion on the budget took place in the Assembly on the 18th and in the Council of State on the 20th February 1937. The voting on the demands for grants in the Assembly occupied four days, *viz.*, 23rd to 26th February 1937.

During the general discussion in the Assembly a very considerable variety of subjects came under review. Some of them, namely, present and future position of the Anglo-Indian community employed on railways, divisional system, railway rating policy, experiment in respect of air-conditioned coaches, manufacture of locomotives in India, revision of the Separation Convention, composition of the Wedgwood Committee and the payment to Burma of their share of the accumulation in the Railway Depreciation Reserve Fund were of importance and interest.

Of the motions for reductions made during the debates on demands for grants seven token cuts were carried, one negatived and one withdrawn. The motions carried related to the control of expenditure, exclusion of Indians from the Wedgwood Committee, the taking over of the Bengal and North-Western, Rohilkund and Kumaon and Madras and Southern Mahratta Railways under State-management, manufacture of locomotives in India, grievances of third class passengers, Indianization of railway services and

rail-road competition. The motion negatived was in respect of the general policy of railway administration and that withdrawn related to the paucity of Muslims in the railway services. Three demands (*viz.*, 6-B.—Working expenses—Maintenance and Supply of locomotive power, 6-C.—Working expenses—Maintenance of Carriage and Wagon Stock and 6-D.—Working expenses—Maintenance of Ferry Steamers and Harbours) were rejected on division after the maximum limit of time for discussion had been reached on the last day allotted for the Budget.

7. Standing Finance Committee for Railways.—The Committee met six times during the year. Besides scrutinising the proposals relating to the capital and revenue expenditure to be incurred during 1937-38 and examining the demands for grants for that year prior to their being placed before the Legislative Assembly, the Committee considered proposals regarding the revision of rules relating to allocation of expenditure. They also examined the proposals to purchase the Bezwada Masulipatam Railway and to construct the Sind Right Bank Feeders Railway. The list of important items of standard designs prescribed by the Central Standards Office also received their attention.

8. Extension of contract of the Madras and Southern Mahratta Railway.—Under the terms of the contract with the Madras and Southern Mahratta Railway Company, the Secretary of State had the option to determine the contract on the 31st December 1937, or on the 31st December in any succeeding fifth year by giving to the Company twelve months' previous notice. The question whether this option should be exercised (in which case necessary notice had to be given by the 31st December 1936) was fully considered and it was decided not to exercise the option on the 31st December 1937. The contract has been extended for a period of eight years from the 1st January 1938 on terms much more favourable to Government than the arrangement previously in force. The extended contract of the Madras and Southern Mahratta Railway will now expire at the same time as the contract with the South Indian Railway Company.

9. Extension of contracts of the Bengal and North-Western and Rohilkund and Kumaon Railways.—Under the terms of the contracts with the Bengal and North-Western and Rohilkund and Kumaon Railway Companies, the Secretary of State had the option to determine the contracts and to acquire the Company-owned section of the two railways either on the 31st December 1937 or on the 31st December 1942 on giving twelve months' previous notice. The question whether this option should be exercised on the 31st December 1937 was fully considered and it was decided not to exercise the option on that date. The contracts with the Companies will automatically continue for five years on the present terms and conditions and a fresh option will be available on the 31st December 1942.

10. Meetings with Agents of Railways and Local Governments.—During the year under review, the Railway Board held two meetings with the Agents of the principal railways. The first meeting was held in New Delhi on the 17th November 1936 and the Agents who had gathered there were subsequently able to meet the members of the Railway Enquiry Committee who thus had an opportunity of holding an informal discussion with them. The second meeting of the Railway Board with the Agents was on the 18th March 1937. Among the subjects discussed at these meetings were :—

(i) Provision of insulated vans on railways for the transport of refrigerated and frozen foods;

(ii) Desirability of State Railways operating experimental road passenger services;

(iii) Direct recruitment of non-gazetted staff to the intermediate grades;

(iv) Third class mail fares; and

(v) Road-rail competition.

Several visits were paid by the members of the Railway Board to the headquarters of the various railway administrations and local Governments. Copies of their tour programmes were sent in advance to the Press, local Governments and important mercantile associations, in order to give the latter an opportunity to place their views on railway problems before the Board.

11. Central Advisory Council for Railways.—Meetings of the Central Advisory Council for Railways were held at Simla on the 3rd and 8th October 1936. The following subjects were discussed at these meetings with the results shown against each :—

Subject.	Result of discussion.
(A) *Catering and vending contracts*—	
(i) Rent for refreshment rooms . .	(i) It was the general view that the principles governing the rental to be charged for first and second class and Indian refreshment rooms on each railway should be uniform and that these rents should be nominal.
(ii) Rent for other premises . .	(ii) It was agreed that suitable rent might be charged for premises occupied as residences, for storage or for any purpose other than actual service to the public.
(iii) Auction of salesman's contracts .	(iii) It was agreed that the system of auctioning contracts for the sale of articles other than necessaries at railway stations, such as is in the operation of the Moradabad Division of the East Indian Railway, might be left for regulation by the Railway Administrations, who would regulate the system with reference to local conditions operating on the different sections on the system. It would be open to the Local Advisory Committees to bring to the notice of the Railway Administration concerned any matters in this connection which would require consideration.
(iv) License fees charged from stall-holders.	(iv) The general view of the Council was that stall-holders should be charged a reasonable licensing fee whether their stall is on the platform or in the third class waiting hall, provided that in the former case the stall-holder sent his man on to the platform to sell. In the case of individual hawkers who are not connected with any shops or stalls on the railway premises no fee need be charged. These are, however, general observations which may be adjusted to local conditions by individual railway administrations. The Council also expressed the view that at no station should any vendor or hawker be permitted to come on to the platform unless he holds a licence permitting him to do so.
(v) Charges for electric current or water.	(v) The Council were agreed that where service in the shape of supply of current or of water is rendered to a contractor or to a shopkeeper or stall-holder, a reasonable charge may be made to cover the cost of the service.

Subject.	Result of discussion.
(A) *Catering and vending contracts*—contd.	
(vi) Municipal charges and taxes .	(vi) The Council were agreed that where a municipal or other charge or tax is referable to premises occupied by a contractor, shopkeeper or stall-holder, the railway administration shall be at liberty to recover such charge or tax from the lessee or occupier of such premises.
(vii) Exhibition of price lists . .	(vii) The Council agreed that the suggestion made that price lists be fixed in consultation with Local Civil Authorities would meet the requirements of the case, provided the Local Advisory Committee were also consulted.
(viii) Letting of contracts to professional caterers; notice to be given of termination and letting of contracts to local men.	(viii) The Council accepted the following suggestions:— (1) that contracts for both station vending and refreshment rooms should be given only to professional men or firms who specialise in catering, and should ordinarily be terminable at one month's notice, except in the case of the more important contracts necessitating special organization when not more than six months' notice might be necessary. (2) that contracts should be given to men locally available, except in those cases in which it is believed that a more satisfactory service could be given by including several stations in one contract area, subject to the following provisos:— (*a*) that in the case of refreshment rooms, at least three months' notice for terminating the contract should be required and that in the case of more important contracts a period of six months' notice, as suggested might be requisite; (*b*) care should be taken that when a contract is given to anybody who is not a local firm or individual, the contractor is a *bonâ fide* person who himself or whose firm would carry on the business of the contract. Subletting of these contracts should be prohibited and if possible a clause prohibiting such subletting should be entered in the contracts. It was further suggested that where local arrangements are not possible and several stations have to be grouped together, the area included in this group should not be too large. In such cases it is expected that it would be possible to make local arrangements within the area of the group.

Subject.	Result of discussion.
(A) *Catering and vending contracts*—contd.	
(ix) Periods and terms of contracts for sale of ice and aerated waters.	(ix) The majority of the Council were of the view that the contract for the sale of ice and aerated waters in trains should be for a period of one year but that arrangements for the following year should be concluded at least 6 months before the beginning of the year or the season as the case may be. A considerable section of the Council, however, were of the view that a period of one year was too short for such contracts and that the minimum period should be 3 years. The Council were also of the view that over a section to which any of these contractors related, station vendors should not be permitted to sell ice and aerated waters on the platforms but that the price for aerated waters as well as for the supply of ice at the stations by the contractor should be specially looked into, as conditions applying to supply at the stations are different from supply in the trains and there should be as little difference as possible between the prices charged at the stations and outside prices. The prohibition against station vendors supplying ice and aerated waters would naturally be operative only during the period of the contract for the supply of ice and aerated waters in the trains. If there is any off season on a particular section, the prohibition would not apply during the off season. It was also suggested that on certain Railways the prices of aerated waters and ice supplied in the trains were higher than conditions warranted and that this question should be looked into.
(x) System of medical inspection .	(x) The Council welcomed the proposal that Railway Medical Officers, when on tour, should make it a point of inspecting foodstuffs sold on platforms and in vendors' shops and in each case report the result to the District or Divisional Officer concerned. But some members expressed a doubt whether the inspection would be effective and expressed the hope that Railway Medical Officers would regard this part of their duties as extremely important, having regard to the very large number of persons whose welfare might be affected by any laxity in this respect. The Council desired that the inspection should extend not only to foodstuffs sold on platforms and in vendors' shops but also that served in refreshment rooms. It was further suggested that during the prevalence of an epidemic, or when there was a threat of

Subject.	Result of discussion.
(A) *Catering and vending contracts*—concld.	outbreak of an epidemic, Railway Medical Officers should be on the alert to prevent the sale of infected foodstuffs. It was also suggested that the local Public Health Officer should have access to Railway stations for the purpose of inspecting foodstuffs if he cared to do so.
(xi) Advertising catering contracts	(xi) It was suggested that the bigger contracts should ordinarily be advertised. In this connection Railway Administrations might be asked to send their views to the Railway Board as to the extent to which this is practicable.
(B) *Local Advisory Committees*—	
(i) Representation of peasant associations on local advisory committees.	(i) It was suggested that at least in those provinces where there were well organised peasant associations, representation on the local advisory committees should be given to peasant associations. It was desirable that such representation should be in addition to the representation given to the local Legislative Councils, but if in the last resort no other means of affording representation to peasant associations was possible except by reduction of the number elected by local Legislative Councils, that number might be reduced in order to afford representation to peasant associations. Mr. Giri was asked by the Chairman to submit a note on the constitution of peasant organisations in provinces where it was considered desirable that such associations should have representation on local advisory committees.
(ii) Members of the Central Advisory Council should be *ex-officio* members of Local Advisory Committees.	(ii) It was pointed out that the proposal was impracticable but the Chairman said that he was willing to explore the possibility of the Railway Board nominating one member to each of the local advisory committees and that members to be selected from among the members of the Central Advisory Council, and that if some such scheme appeared to be feasible, it might then be possible to nominate a majority of the members of the Central Advisory Council on different local Advisory Committees.
(C) *Refunds of overcharges to senders and consignees of goods.*	It was pointed out that rules already existed making it incumbent on Railways to refund overcharges exceeding Rs. 5 without application and the Railway Board undertook to have this rule brought to the notice of all Railway Administrations and to issue instructions that such refunds should be made as expeditiously as possible.

12. Local Railway Advisory Committees.—Local Advisory Committees on Railways have continued to function on all Class I Railways (except the Jodhpur Railway). They constitute a valuable link between Railway Administrations and the community affording opportunities for discussion on matters of interest and importance to the travelling public and traders.

During the year eighty meetings of the various Committees were held. Particulars of the subjects discussed and the action which the Railway Administrations concerned decided to take thereon, are embodied in pamphlets published quarterly by the Railway Board. The following is a list of some of the more important matters discussed :—

(*a*) Reduction of rates (for particular commodities) and fares—
  (i) Introduction of mileage coupon tickets.
  (ii) Holiday concessions.
  (iii) Introduction of rail-*cum*-bus tickets.

(*b*) Booking arrangements—
  (i) Opening of booking offices.
  (ii) Improving methods of approach to windows to prevent crowding.

(*c*) Improvements in Passenger Stock—
  (i) Provision of fans in lower class carriages.
  (ii) Lavatories in suburban trains.
  (iii) Provision of ice containers.

(*d*) Train Timings—
  (i) Introduction of express goods service.
  (ii) Acceleration in the speed of trains.

(*e*) Amenities for Passengers—
  (i) Charges for meals.
  (ii) Reservation of seats in intermediate and third class carriages.
  (iii) Provision of Indian Restaurant Cars.
  (iv) Supply of drinking water for passengers.
  (v) Medical aid for passengers.

(*f*) General—
  (i) Arrangements for dealing with traffic at festivals.
  (ii) Eradication of the beggar nuisance at stations.
  (iii) Payment of illegal gratification to railway employees.
  (iv) Steps to improve railway earnings.
  (v) Rail-Road competition.
  (vi) Protection of women passengers.
  (vii) Provision of additional tourist cars for third class passengers.
  (viii) Overcrowding in trains.

13. Railway Rates Advisory Committee.—Sir Zahid Suhrawardy continued as the President of the Committee. Mr. E. A. Sims, the Railway Member, having proceeded on leave from the 1st December 1936, was succeeded by Rai Bahadur P. C. Bose from the Eastern Bengal Railway.

Orders were passed by the Government on the following cases during the year :—

(i) A complaint from Messrs. Martin and Company, Calcutta, and nine other colliery owners against the East Indian Railway alleging that—

(*a*) the terminal charge on coal levied on traffic from the Raniganj coalfields was unreasonable;

(*b*) the freight charged for coal from some collieries was also unreasonable.

(ii) A complaint from Mr. Jeetmal Kanaudia of Cawnpore, against the Great Indian Peninsula Railway, alleging that the rates for myrobalan from Jubbulpore to Cawnpore and *viâ* Cawnpore were unreasonable.

In the first case, the Committee found that the levy of a terminal charge was not unjustified and as the question of the quantum of the charge was not in dispute, the Committee did not feel called upon to report on its reasonableness. The second point, *i.e.*, that the freight charged for coal was unreasonable was not pressed by the applicants.

In the second case, the Committee found that the rate for myrobalan from Jubbulpore to Cawnpore and *viâ* Cawnpore was unreasonable and suggested a suitable adjustment of the same, subject to certain conditions.

In both cases the recommendations of the Committee were accepted by Government.

At the close of the year, the following cases were awaiting a decision as to whether they should be referred to the Railway Rates Advisory Committee for investigation :—

(i) A joint complaint from Messrs. Mackinnon Mackenzie and Company, Managing Agents, the British India Steam Navigation Company, Limited, Messrs. Turner Morrison and Company, Limited, Managing Agents, Asiatic Steam Navigation Company, Limited and the Scindia Steam Navigation Company, Limited, against the Bengal Nagpur and East Indian Railways, protesting against the withdrawal of the refund of 12½ per cent. surcharge on bunker coal consigned to Calcutta.

(ii) A complaint from Messrs. D. N. Sircar, S. K. Dass, Howrah, against the Bengal Nagpur Railway, alleging that the Railway was showing undue preference to the Tata Iron and Steel Company, Limited, Tatanagar, in regard to rates for Iron and Steel, Division B, by granting them a rebate off the published freight charges.

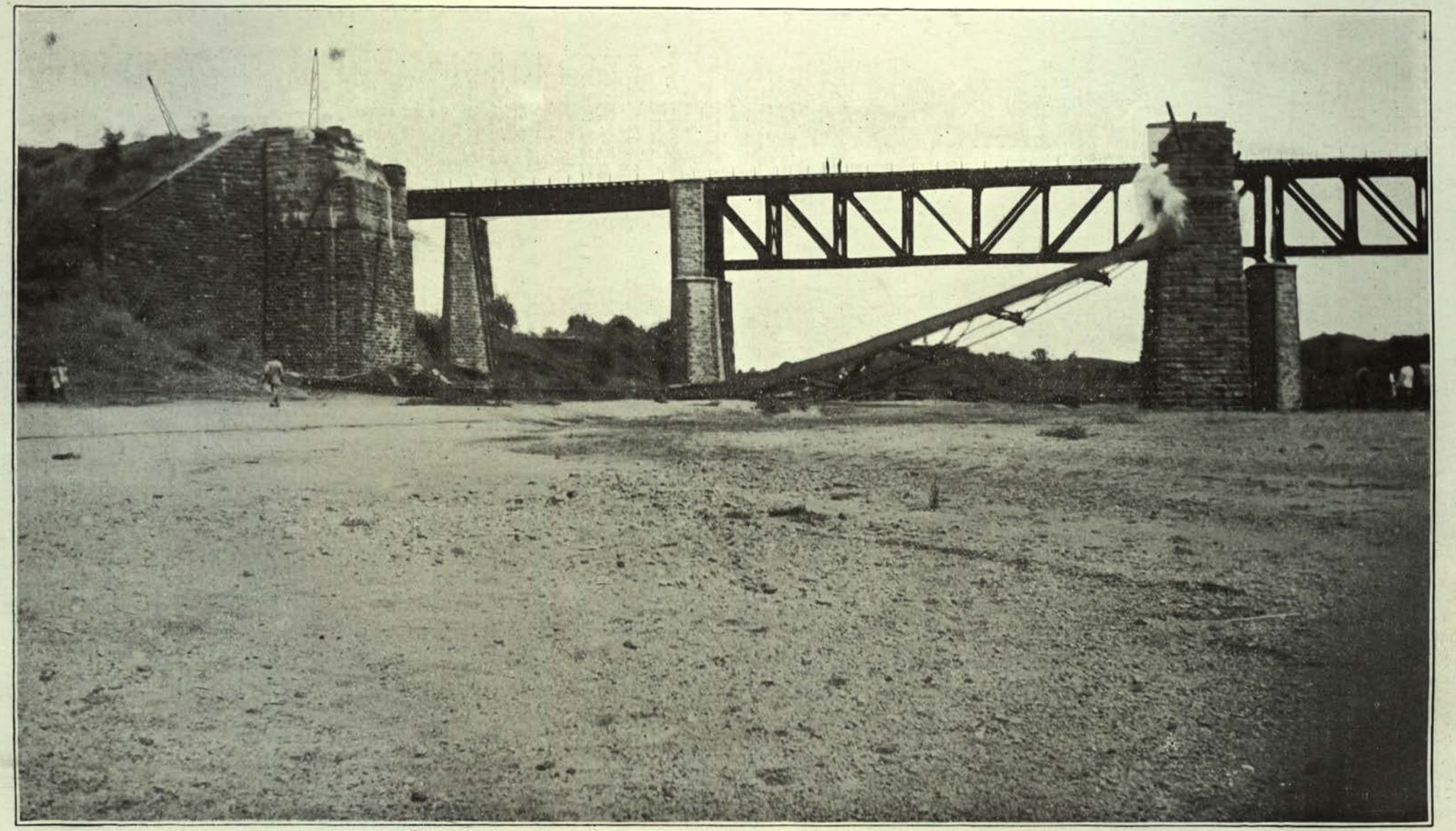
(iii) The question as to whether the rating of coal by the Great Indian Peninsula Railway *ex*-stations in the Central Provinces coalfields for destinations between 251 to 400 miles distant causes undue or unreasonable preference or advantage within the meaning of Section 42 (2) of the Indian Railways Act (IX of 1890).

A representation was also received from the Indian Cotton Oil Company, Navsari, complaining against the freight rates charged by the Bombay, Baroda and Central India Railway and asking for a reference of the case to the Railway Rates Advisory Committee. This case was, however, not referred to the Committee as a compromise was arrived at between the parties.

14. Job Analysis.—Job analysis investigations were continued on most of the Railways during the year under review in accordance with the recommendations made by Mr. Pope in 1933 and 1934. The table below shows the economies effected on each of the more important Railways and the cost of the Job analysis organisation for the four years 1933-34, 1934-35, 1935-36 and 1936-37 :—

Railways.	1933-34.		1934-35.		1935-36.		1936-37.	
	Cost of Job analysis organisation.	Savings effected.	Cost of Job analysis organisation.	Savings effected.	Cost of Job analysis organisation.	Savings effected.	Cost of Job analysis organisation.	Savings effected.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Assam Bengal	12,825	1,31,755	8,208	12,659	1,490	*	7,065	24,146
Bengal Nagpur	..	..	..	..	17,575	13,68,493	2,617	86,330
Bombay, Baroda and Central India	58,789	3,52,862	35,300	11,41,596	3,643	2,25,682	247	8,27,666
Burma	7,500	25,871	26,615	73,352	..	77,591	..	..
Eastern Bengal	63,000	2,14,864	65,995	1,29,508	26,134	41,600	25,969	1,17,152
East Indian	77,691	7,01,128	92,884	18,14,544	1,13,541	5,82,459	93,009	5,60,700
Great Indian Peninsula	56,680	4,15,000	64,000	2,04,246	53,574	2,04,859	19,554	9,69,224
Madras and Southern Mahratta	8,750	45,220	17,632	1,14,000	4,920	2,56,000	120	1,94,852
North Western	32,000	12,66,749	46,006	12,37,376	56,729	7,22,202	40,056	33,35,092
South Indian	19,580	27,400	2,180	25,000	221	8,463	504	7,585

* Figures not available.



Dismantling an abandoned bridge on the Jubbulpore Section by throwing the girders from the top of the piers.

Till this year it has not been worth while dismantling these bridges due to the low price to be obtained for scrap iron, but now that the price has risen appreciably, a considerable sum will be realized.

15. Steps taken to improve earnings and reduce working expenses.—An endeavour is made in the following paragraphs to indicate broadly the steps which Railways have taken to improve earnings and to reduce expenses. The subject is a wide one and certain aspects of it are referred to in more detail elsewhere in this report.

(1) *Steps taken to improve earnings.*—(*a*) Cheap fares were introduced to stimulate traffic particularly in competitive areas; and special reductions in freight rates were made for parcels and goods traffic.

(*b*) The arrangements for booking traffic were improved by the organisation of street collection and delivery of parcels and goods in some of the larger towns, by the opening of additional out-agencies and the issue of rail-*cum*-road tickets.

(*c*) Research organisations were formed on certain railways to encourage the development of new traffic, to assist in development of areas and to organise special tours, etc. These organisations also watched the movement of traffic to permit of suitable action being taken to prevent diversions.

(*d*) Surprise checks were carried out to detect cases of misdeclaration and underweighment of goods, malpractices which inevitably result in a leakage of revenue.

(2) *Steps taken to reduce expenses.*—Apart from the ' job analysis ' of various activities referred to elsewhere in this report which resulted in considerable savings, the following are some other directions in which economy was sought, under the four main heads involving considerable expenditure :—

(*a*) *Staff.*—The question of reduction in the number and cost of staff continued to receive close attention. The savings resulting are included in the figures given under Job analysis. Detailed figures of the number and cost of staff will be found in Chapter VI.

(*b*) *Transportation.*—(i) A revision of the charges paid for the handling of consignments was found possible at certain stations. On the East Indian Railway, for instance, the estimated saving at the end of the year was Rs. 40,000.

(ii) Saving was effected by the pooling of railway resources at certain joint stations. At Manihari Ghat this amounted to about Rs. 2,400 per annum.

(iii) On the North Western Railway certain city booking offices worked departmentally were converted to agencies worked by contractors, with consequent appreciable saving.

(iv) On some railways a check on demands for stationery and forms resulted in a reduction in stocks.

(*c*) *Mechanical.*—(i) On the North Western Railway pooling of locomotives was extended to various sections of the line and engine links were examined and revised to obtain increased mileage, with the result that the average miles per day per engine in use increased from 106 in 1935-36 to 109 in 1936-37.

Efforts made on the Moradabad Division of the East Indian Railway to extend the run of goods engines resulted in a saving of eight engines.

On the Bengal Nagpur Railway the extended use of the pooling system of engines enabled arrangements to be put in hand for closing two locomotive sheds.

(ii) 34 locomotives, 51 boilers, 127 coaching units and 486 goods units, in terms of 4-wheelers, were condemned by the North Western Railway without replacement during the year, representing a reduction of approximately 44 lakhs in the capital at charge.

Five engines were condemned on the Bengal Nagpur Railway without replacement.

(iii) On the North Western Railway, Ruk Junction was closed as a train examining station.

(iv) On the North Western Railway economy was effected by a reduction in the amount of lettering and lining on carriages and by doing away with the use of gold in lettering.

(v) A system of cleaning of engines by contract was introduced on certain Divisions of the East Indian Railway and it is estimated that approximately one lakh per annum will be saved when this arrangement is adopted on the entire system.

(vi) As a result of the intensive use of coaching stock the East Indian Railway amended their 1936-37 rolling stock programme averting a capital expenditure of Rs. 11,46,000, besides effecting a saving of 10 lower class and 3 upper class bogies, the capitalised cost of which would have been Rs. 4,66,000 approximately.

(vii) On the Great Indian Peninsula Railway one B. E. S. A. Passenger engine (4-6-0) was equipped with roller bearings for the carrying wheels and extended bearings ($13\frac{1}{2}''$ instead of $9''$) for the coupled wheels. The engine was released after periodical overhaul with these alterations in October 1935. Up to the end of March 1937, it had completed 125,242 miles and was stopped during the total period for five 'spare' days and only seventeen 'repair' days involving considerable saving in maintenance expenditure. It is proposed to proceed further with this experiment during 1938-39.

(viii) A system of coaling engines by contract was introduced by the Eastern Bengal Railway in the Calcutta area. This resulted in appreciable saving, and it is proposed to extend this system to other principal sheds on the line.

(ix) Various Standing Committees have been formed on the Eastern Bengal Railway for the examination of all scrap and unserviceable materials, with a view to their reclamation and further use.

(x) The introduction on the Eastern Bengal Railway of the revised shopping period for coaching stock, increasing from 6 to 9 months the period after which enamelling is required to be done, and the adoption of grease lubrication for connecting and coupling rods and for axle boxes have resulted in a saving in expenditure.

(*d*) *Engineering.*—(i) An *ad hoc* committee was constituted by the Railway Board in August 1936 to consider whether an adequate measure of safety could not be maintained with less expensive standards of signalling and interlocking. The Committee made several recommendations for the alteration of certain rules which experience had proved to be too stringent and which had hitherto entailed considerable expenditure in providing equipment of a standard in excess of actual requirements. Although the immediate economies resulting from the adoption of these recommendations is small, it is anticipated that progressively a considerable saving in capital expenditure as also in maintenance may be expected, along with a general speeding up of trains.

The recommendations contemplate briefly—

(1) a general increase of speed and particularly through station yards,

(2) the elimination of 'refinements' which though convenient, were not strictly necessary for safety, and

(3) the adoption by railways of signal fittings, which are standard and therefore less expensive, and their purchase from established firms instead of manufacturing them in the railway shops, with consequent saving in expenditure and staff.

(ii) At the same time the Railway Board also approved certain reductions in the standard of strength to which bridges and track are to be renewed so as to co-relate them more exactly with the volume and weight of traffic they are expected to carry, and also in the existing schedules of running and fixed dimensions which had been framed with a view to providing for an eventual increase in the weight of locomotives and the size of passenger and other rolling stock. The cumulative effect on capital expenditure of these alterations is expected to be considerable, as they entail a reduction in the

areas of land that will be required and, by effecting a number of small savings, will reduce also the cost of future remodelling schemes.

(iii) The use of diesel pumping sets in place of steam pumps at certain stations on the Assam Bengal Railway reduced working costs by about 75 per cent.

(iv) On the Bengal Nagpur Railway the repairing of points and crossings *in situ* by the welding process resulted in a saving of Rs. 54,000.

(v) On the Bengal Nagpur Railway a reduction was effected in the consumption of electrical energy for operating the Khargpur water works.

(vi) The North Western Railway found it possible to use on narrow gauge lines the steel sleepers which had become unserviceable on the broad gauge.

16. Indian Railway Enquiry Committee.—As a result of the recommendation of the Public Accounts Committee, the Indian Railway Enquiry Committee was appointed on October 20th, 1936.

The terms of reference were as follows :—

" To examine the position of Indian State-owned railways and to suggest such measures as may, otherwise than at the expense of the general budget,

(i) secure an improvement in net earnings, due regard being paid to the question of establishing such effective co-ordination between road and rail transport as will safeguard public investment in railways, while providing adequate services by both means of transport; and

(ii) at a reasonably early date, place railway finances on a sound and remunerative basis."

The Committee consisted of the following members :—

Sir Ralph L. Wedgewood, C.B., C.M.G., Chief General Manager, London and North Eastern Railway, Chairman;

Mr. W. A. Stanier, M.I., Mech.E., M.I., Loco. E., Chief Mechanical Engineer, London, Midland and Scottish Railway; and

Mr. H. Cheadle, D.S.O., M.C., Chief Traffic Manager, South African Railways.

The Committee was assisted by Mr. A. Forbes Smith, Assistant (Rates and Statistics) to the Chief General Manager, London and North Eastern Railway, Sir Raghavendra Rau, Financial Commissioner of Railways, Mr. A. E. Tylden Pattenson, Member, Traffic, Railway Board, and Mr. B. M. Staig, C.S.I., I.C.S., who was to succeed Sir Raghavendra Rau.

The Committee worked in India for about three months and during this period they visited Delhi, Lahore, Bombay, Secunderabad, Madras, Calcutta, Lucknow and Cawnpore and had detailed discussions with Members of the Railway Board and interviewed the Agents and Principal Officers of the following Railways :—North Western, Great Indian Peninsula, Bombay, Baroda and Central India, Madras and Southern Mahratta, South Indian, East Indian, Eastern Bengal, Bengal Nagpur, Assam Bengal and Bengal and North-Western Railways. Special visits were paid to the metre gauge section of the Eastern Bengal Railway and to the Bihar Coal-fields. The Committee also took the opportunity of visiting important passenger stations, goods stations and marshalling yards lying on or near their route.

The Committee also discussed matters arising out of their terms of reference (particularly the problem of rail-road transport) with the representatives of the following provincial Governments :—Assam, Bengal, Bombay, Madras, the Punjab, and the United Provinces. They also invited the various important Chambers of Commerce and other Commercial and Industrial bodies to send a Memorandum of their views and supplement this by oral evidence at subsequent interviews. The members of the Committee sailed from Bombay on February 20th to complete their report in England.

CHAPTER II.

FINANCIAL RESULTS.

I.—*Trade Review.*

17. *Exports.*—During the year 1936-37, the total value of exports including re-exports amounted to Rs. 202 crores as compared with Rs. 164 crores in the preceding year, an increase of Rs. 38 crores or 23·2 per cent. The following table shows the fluctuation in important commodities :—

Commodity.		Quantity (in thousands).					Value.				
		1929-30.	1935-36.	1936-37.	1936-37 compared with 1929-30.	1936-37 compared with 1935-36.	1929-30.	1935-36.	1936-37.	1936-37 compared with 1929-30.	1936-37 compared with 1935-36.
							(Rs. crores)	(Rs. crores)	(Rs. crores)	(Rs. lakhs)	(Rs. lakhs)
Raw Jute	Bales	4,518	4,319	4,595	+77	+276	27·17	13·71	14·77	—12,40	+1,06
Metals and ores	Tons	1,691	1,563	1,608	—83	+45	10·34	7·73	8·02	—2,32	+29
Pig iron	,,	569	538	574	+5	+36	2·59	1·24	1·29	—1,30	+5
Pig lead	Cwts.	1,456	1,309	1,410	—46	+101	2·45	1·78	2·35	—10	+57
Manganese ore	Tons	816	729	677	—139	—52	2·29	1·32	1·31	—98	—1
Wolfram ore	,,	2	8	9	+7	+1	0·28	1·41	1·09	+81	—32
Jute cloth	Yds.	1,650,525	1,218,000	1,709,886	+59,361	+491,886	29·70	12·24	15·47	—14,23	+3,23
Hides and skins	Tons	68	69	77	+9	+8	15·94	9·38	11·18	—4,76	+1,85
Indian raw wool	lbs.	50,366	49,000	51,938	+1,572	+2,938	4·42	2·10	2·86	—1,56	+76
Jute bags	No.	522,291	459,000	567,422	+45,131	+108,422	21·89	11·01	12·09	—9,80	+1,08
Food grains	Tons	2,510	1,553	1,878	—632	+325	34·79	12·41	15·39	—19,40	+2,98
Wheat	,,	13	10	231	+218	+221	0·21	0·10	2·10	+1,89	+2,00
Barley	,,	6	4	10	+4	+6	0·07	0·02	0·06	—1	+4
Wheat flour	,,	51	18	24	—27	+6	1·07	0·22	0·32	—75	+10
Rice	,,	2,326	1,410	1,466	—860	+56	31·51	11·03	11·58	—19,93	+55
Paraffin wax	,,	66	54	47	—19	—7	3·18	2·28	1·96	—1,22	—32
Coffee	Cwts.	184	216	211	+27	—5	1·45	1·02	0·84	—61	—18
Cotton manufactures including twist and yarn.	..	..	..	..	..	..	7·19	2·93	3·78	—3,41	+85
Indian cotton piecegoods	Yds.	133,426	71,200	101,636	—31,790	+30,436	4·67	2·03	2·63	—2,04	+60
Cotton twist and yarn	lbs.	24,570	9,700	12,137	—12,433	+2,437	1·90	0·47	0·59	—1,31	+12
Wood and timber and manufactures thereof.	..	..	..	..	..	..	1·80	1·35	1·77	—3	+42
Raw rubber	lbs.	25,678	31,000	28,940	+3,267	—2,060	1·79	·89	1·04	—75	+15
Raw hemp	Cwts.	435	643	769	+334	+126	0·68	0·60	0·69	+1	+9
Tobacco	lbs.	27,069	29,598	29,304	+2,235	—294	1·06	0·92	0·93	—13	+1
Coir manufactured	Cwts.	630	684	550	—80	—134	1·04	0·88	0·71	—33	—17
Lac (chiefly shellac)	,,	669	488	834	+165	+346	6·97	1·58	2·34	—4,63	+76
Raw cotton	Bales	4,070	3,396	4,268	+198	+872	65·08	33·77	44·41	—20,67	+10,64
Tea	lbs.	376,634	313,000	301,868	—74,766	—11,132	26·01	19·82	20·04	—5,97	+22
Oilseeds	Tons	1,195	672	1,155	—40	+483	26·46	10·30	18·44	—8,02	+8,14
Linseed	,,	248	165	296	+48	+131	5·72	2·21	4·36	—1,36	+2,15
Groundnut	,,	714	413	739	+25	+326	16·39	6·65	2·29	—4,10	+5,64
Rapeseed	,,	44	19	38	—6	+19	0·92	0·26	0·54	—38	+28
Castor seed	,,	106	60	43	—63	—17	2·15	0·83	0·63	—1,52	—20
Coal	,,	685	198	250	—435	+52	0·72	0·17	0·20	—52	+3
Woollen carpets and rugs	lbs.	4,636	9,347	9,898	+5,262	+551	0·85	0·81	0·86	+1	+5
Opium	Cwts.	4	..	..	—4	..	1·42	..	..	—1,42	..
Fodder, bran and pollards	Tons	250	258	277	+27	+19	1·19	0·73	0·96	—23	+23
Animals	No.	488	268	217	—271	—51	0·37	0·09	0·08	—29	—1

NOTE.—It will be observed that as compared with 1935-36, there were increases under almost all the articles specified above, the more important among them being Food-grains, Jute bags and cloth, raw cotton, raw jute, oilseeds and hides and skins.

18. *Imports.*—The total value of the imports of foreign merchandise into British India during 1936-37 amounted to Rs. 125 crores as compared with Rs. 134 crores in the preceding year, a decline of Rs. 9 crores or 6·8 per cent. The following table shows the fluctuation in important commodities :—

Commodity.		Quantity (in thousands).					Value.				
		1929-30.	1935-36.	1936-37.	1936-37 compared with 1929-30.	1936-37 compared with 1935-36.	1929-30.	1935-36.	1936-37.	1936-37 compared with 1929-30.	1936-37 compared with 1935-36.
							(Rs. crores)	(Rs. crores)	(Rs. crores)	(Rs. lakhs)	(Rs. lakhs)
Raw cotton	Tons	24	77	65	+41	—12	3·42	6·75	5·85	+2,43	—90
Machinery and millwork	..	..	..	..	..	..	18·22	13·68	14·14	—4,08	+46
Jute machinery	..	..	..	..	..	..	1·44	1·15	0·74	—70	—41
Electrical machinery	..	..	..	..	..	..	2·41	2·05	2·55	+14	+50
Boilers	..	..	..	..	..	..	1·09	0·76	0·87	—22	+11
Metals and ores	Tons	1,034	534	425	—609	—109	23·62	12·03	9·69	—13,93	—2,34
Iron and steel	,,	973	449	363	—610	—86	17·21	7·22	5·94	—11,27	—1,28
Metals other than iron and steel and manufactures thereof.	,,	55	84	61	+6	—23	6·38	4·80	3·73	—2,65	—1,07
Coal tar dyes	lbs.	19,136	20,447	16,949	—2,187	—3,498	1·97	3·03	2·61	+64	—42
Electrical instruments	..	..	..	..	..	..	3·61	3·08	3·04	—57	—4
Paper and pasteboard	Cwts.	2,740	3,333	3,203	+463	—130	3·72	2·99	2·82	—90	—17
Provisions	..	..	..	..	..	..	5·64	3·12	3·20	—2,44	+8
Hardware	..	..	..	..	..	..	5·07	3·27	2·89	—2,18	—38
Chemicals	..	..	..	..	..	..	2·79	3·12	2·72	—7	—40
Wheat	Tons	357	13	..	—357	— 13	4·98	0·10	..	—4,98	—10
Dried fruit	,,	70	90	90	+20	..	1·49	1·02	1·15	—34	+13
Rubber manufactures	..	..	..	..	..	..	3·30	2·07	2·11	—1,19	+4
Textile group	..	..	..	..	..	..	72·56	30·55	27·35	—45,21	—3,20
Cotton piecegoods	yds.	1,919,346	946,729	763,996	—1,155,350	—182,733	50·25	15·78	13·37	—36,88	—2,41
Cotton twist and yarn	lbs.	43,882	44,570	28,520	—15,362	—16,050	6·00	3·71	2·55	—3,45	—1,16
Wool and woollen goods	..	..	..	..	..	..	4·28	2·79	2·87	—1,41	+8
Artificial silk	..	..	..	..	..	..	4·32	3·16	3·86	—46	+70
Silk piecegoods	..	..	..	..	..	..	2·23	0·90	0·81	—1,42	—9
Rice (not in the husk)	Tons	6	90	18	+12	—72	0·08	0·67	0·17	+9	—50
Soap	Cwts.	448	60	48	—400	—12	1·67	0·34	0·27	—1,40	—7
Sugar	Tons	1,011	201	23	—988	—178	15·78	1·91	0·24	—15,54	—1,67
Motor vehicles (cars and cycles).	No.	19	14	14	—5	..	7·52	4·49	4·52	—3,00	+3
Motor omnibuses	,,	15	8	9	—6	+1					
Mineral oils	Gal.	252,768	226,787	234,009	—18,759	+7,222	11·04	5·92	5·93	—5,11	+1
Kerosene oil	,,	106,457	64,423	62,209	—44,248	—2,214	5·89	2·17	1·96	—3,93	—21
Fuel oil	,,	110,203	138,527	139,729	+29,526	+1,202	2·10	2·20	2·10	..	—10
Cotton hosiery	..	..	..	..	..	..	1·44	0·50	0·33	—1,11	—17
Haberdashery and millinery	..	..	..	..	..	..	1·04	0·59	0·64	—40	+5
Boots and shoes	Pairs	6,761	2,006	1,693	—5,068	—1,213	0·88	0·29	0·21	—67	—8
Precious stones and pearls, unset.	..	..	..	..	..	..	1·10	0·48	0·98	—12	+50

NOTE.—As compared with 1935-36, the principal items showing decreases were cotton yarn and piecegoods, metals, sugar and raw cotton, while there were increases under machinery, artificial silk and precious stones and pearls.

19. *Balance of trade.*—The visible balance of trade in merchandise and treasure for the year 1936-37 was in favour of India to the extent of Rs. 92 crores as compared with Rs. 67 crores in the preceding year.

II.—*Financial Results of State Railways.*

20. Financial results of working.—The improvement in earnings noticed in the last five or six weeks of 1935-36 continued in 1936-37 but, from November 1936 onwards, the increase was particularly large, so much so that in the last 5 months the betterment over the previous year was nearly double of that achieved in the first seven months. The result was that the gross traffic receipts of State-owned railways for the year amounted to 95½ crores against 90⅔ crores, or nearly 4¾ crores more than in the previous year. The increase is largely attributable to the revival of trade.

Ordinary working expenses, excluding depreciation, amounted to about 50¼ crores, or about ⅔rds of a crore less than in the year 1935-36. The figure would, however, have been almost the same as in the previous year (only 8 lakhs more) in spite of the increase in traffic, but for some changes made in the accounting of expenditure on certain classes of renewals and replacements.

The contribution to the Depreciation Fund set apart from railway revenue was 13·15 crores, or 10 lakhs less than in the previous year. This reduction was due to a decrease in the capital at charge of railways owing to certain adjustments made in the accounts for 1935-36 in respect of conversion of sterling liabilities involved in the purchase of certain railways. Including these charges, the working expenses for 1936-37 amounted to 63·37 crores against 64·12 crores in 1935-36, showing a decrease of 75 lakhs.

Miscellaneous transactions resulted in a net expenditure of 9 lakhs against a net receipt of 87 lakhs in 1935-36. This was mainly due to the treatment of credits for released materials as reduction of expenditure from the Depreciation Fund in 1936-37. In the previous years these were treated as " Miscellaneous Receipts ". These credits were 115 lakhs in 1936-37 against 110 lakhs in the previous year. Allowing for this change in accounting, the miscellaneous transactions show an increase of 19 lakhs over the previous year. Payments of surplus profits to railways of about 8 lakhs less and a receipt of 14 lakhs more for interest on Depreciation Fund balance counterbalanced by a decrease of 3 lakhs in the guarantee received from Local Governments on unremunerative lines, mainly account for this difference.

The net revenue amounted to 32·02 crores against 27·40 crores in the previous year and was in excess of interest charges by 121 lakhs, which was thus the surplus after meeting all charges. This surplus was added to the Depreciation Fund in part payment of the amounts withdrawn from that fund to meet deficits in the working of railways in previous years.

The appropriation to the Depreciation Fund was in excess of withdrawals by 529 lakhs. With the credit of 121 lakhs on account of surplus in the working of railways, the actual balance at credit of the fund at end of 1936-37 was 16·10 crores, and the nominal balance amounted to 46·47 crores.

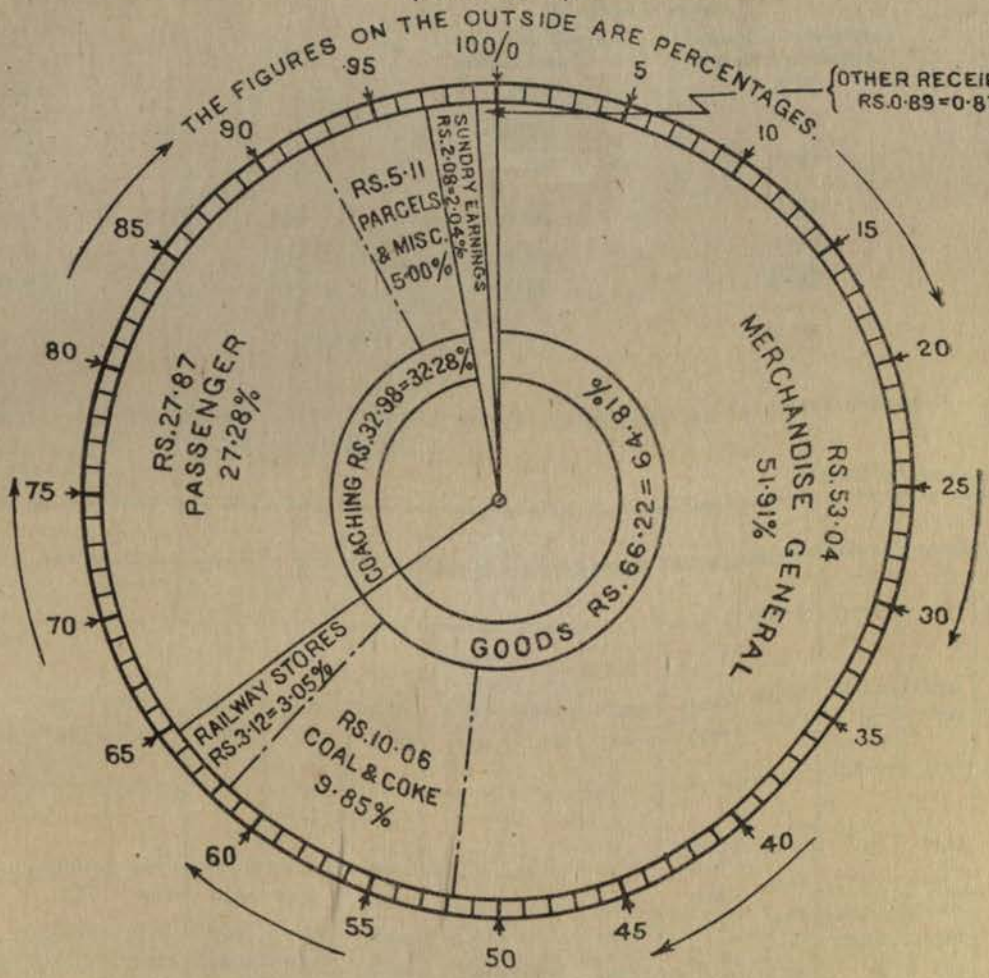
The total works expenditure during the year amounted to 8·16 crores of which 28 lakhs was charged to capital and the balance to the Depreciation Fund. Practically the whole of the expenditure of 28 lakhs was on Open Line Works, as only a nominal amount of Rs. 20,000 was spent on New Construction. Stores balances during 1936-37 were reduced by 20 lakhs and the balance at end of the year was reduced to 920 lakhs.

At the end of 1936-37, the unliquidated liabilities of railways amounted to 61 crores, of which 30¼ crores is the amount borrowed from the depreciation

RECEIPTS AND EXPENDITURE OF STATE-OWNED RAILWAYS IN INDIA INCLUDING WORKED LINES 1936-37.

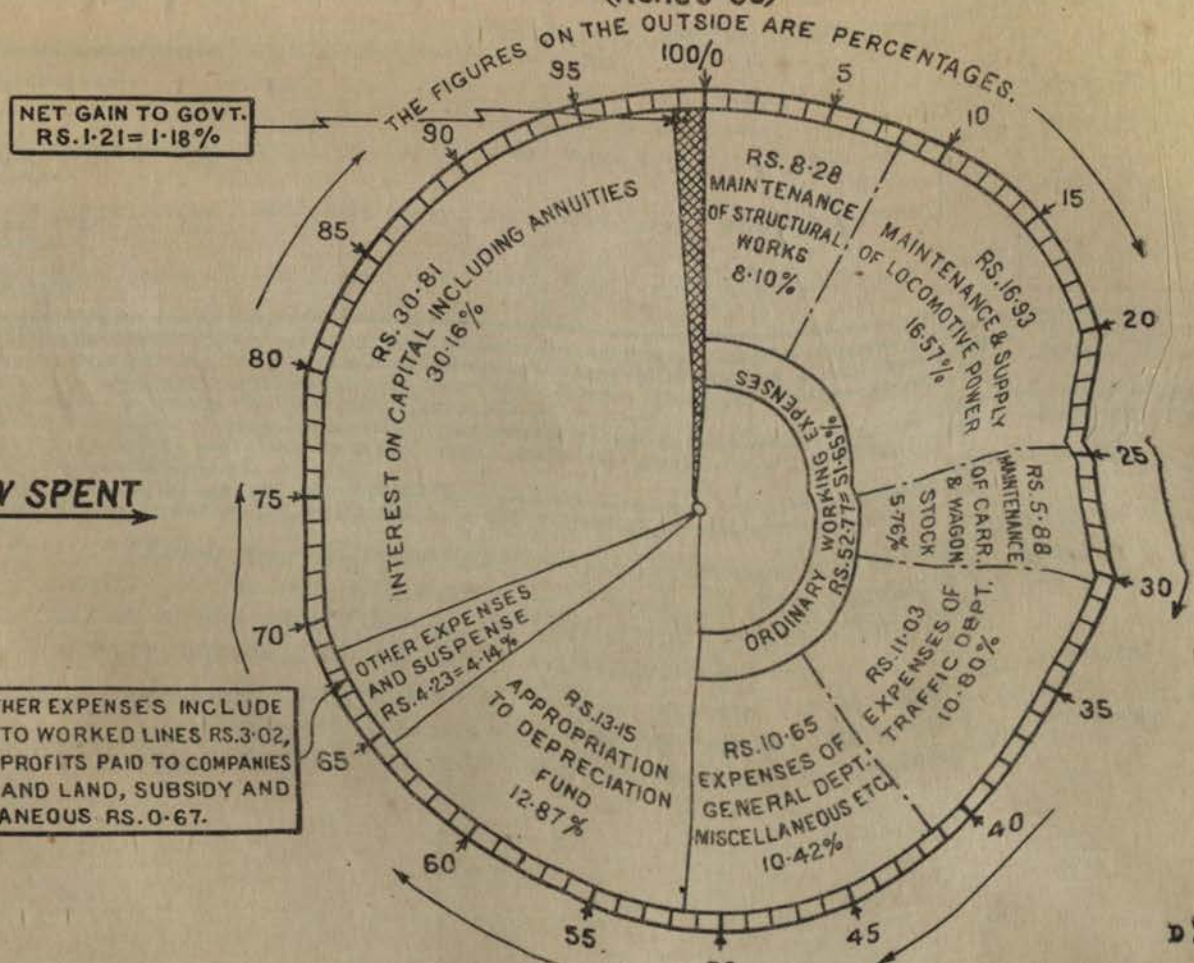
FIGURES IN CRORES.

RECEIPTS
(RS.102·17)



HOW EARNED

EXPENDITURE
TOTAL DEBITS INCLUDING INTEREST ON CAPITAL, APPROPRIATION TO THE DEPRECIATION FUND ETC.
(RS.100·96)



HOW SPENT

NOTE:- OTHER EXPENSES INCLUDE PAYMENTS TO WORKED LINES RS.3·02, SURPLUS PROFITS PAID TO COMPANIES RS.0·42 AND LAND, SUBSIDY AND MISCELLANEOUS RS.0·67.

fund. The balance of $30\frac{3}{4}$ crores represents the contributions due to general revenues but unpaid from 1931-32 to 1936-37. The details are as follows :—

(In crores of rupees.)

	Loans from Depreciation Fund.	Unpaid contributions to general revenues.
1931-32	4·25	5·36
1932-33	10·23	5·23
1933-34	7·96	5·21
1934-35	5·06	5·04
1935-36	3·99	4·99
1936-37	**-1·21**	**4·91**
Total .	30·28	30·74

The following statement gives the financial statistics of Indian State-owned railways from 1924-25 to 1936-37 :—

(Figures in lakhs of rupees.)

—	1924-25.	1925-26.	1926-27.	1927-28.	1928-29.	1929-30.	1930-31.	1931-32.	1932-33.	1933-34.	1934-35.	1935-36.	1936-37.
Mileage	*26,985*	*27,090*	*27,664*	*28,086*	*29,111*	*30,378*	*31,197*	*31,640*	*31,642*	*31,644*	*31,619*	*31,732*	**31,729**
Capital at charge at end of year. (in crores)	635	654	681	714	789	770	783	790	789	787	787	789	**789**
Gross traffic receipts	1,00,13	98,94	98,42	1,03,48	1,03,78	1,02,70	95,10	86,63	84,43	86,63	90,20	90,65	**95,48**
Operating expenses	51,65	52,99	52,89	53,06	54,22	55,59	54,39	49,31	49,08	49,50	50,27	50,87	**50,22**
Depreciation Fund	10,35	10,67	10,89	11,38	12,00	12,59	13,07	13,46	13,77	13,56	13,72	13,25	**13,15**
Net Traffic receipts	38,13	35,28	34,64	38,99	37,51	34,52	27,64	23,86	21,58	23,57	26,21	26,53	**32,11**
Net Miscellaneous receipts after deducting miscellaneous charges and surplus profits payable to companies.	—1,07	—1,19	—1,27	—87	—37	—2	—11	1	1,10	1,05	53	87	**—9**
Net revenue	37,06	34,09	33,37	38,12	37,14	34,50	27,53	23,87	22,68	24,62	26,74	27,40	**32,02**
Interest charges	23,90	24,81	25,87	27,27	29,33	30,46	32,72	33,07	32,91	32,58	31,80	31,39	**30,81**
Surplus	13,16	9,28	7,50	10,85	7,81	4,04	—5,19	—9,20	—10,23	—7,96	—5,06	—3,99	**1,21**
Paid as contribution to general revenues	6,78	5,49	6,01	6,28	5,23	6,12	74	..	..	..	..	..	..
Transferred to railway reserve . .	6,38	3,79	1,49	4,57	2,58	—2,08	—10,93	—4,95	..	..	..	..	..
Ratio of working expenses (excluding Depreciation Fund) to Gross Traffic Receipts.	51·6%	53·6%	53·7%	51·3%	52·3%	54·1%	57·2%	56·9%	56·7%	55·8%	54·7%	54·9%	**51·4%**
Ratio of working expenses (including Depreciation Fund) to Gross Traffic Receipts.	61·9%	64·3%	64·8%	62·3%	63·8%	66·4%	70·9%	72·5%	73·0%	71·4%	69·9%	69·5%	**65·2%**
Ratio of Net Traffic Receipts to capital at charge.	6·0%	5·4%	5·1%	5·5%	5·1%	4·5%	3·5%	3·0%	2·7%	3·0%	3·3%	3·4%	**4·2%**

NOTE 1.—Credits for materials released from works not charged to revenue were taken in reduction of operating expenses up to 1931-32. Since then they have been added to receipts and are included in the above table under net miscellaneous receipts. In 1936-37 these credits have been taken in reduction of expenditure from the Depreciation Reserve Fund. The amounts involved are as follows : 119 lakhs, in 1932-33 and 1933-34, 90 lakhs in 1934-35, and 110 lakhs in 1935-36.

NOTE 2.—For purposes of proper comparison with past years the ratios in the last three lines of the statement with respect to 1932-33, 1933-34, 1934-35, 1935-36 and 1936-37 have been worked out as if the above sums of 119, 119, 90, 110 and 115 lakhs for 1936-37 were deducted from operating expenses.

NOTE 3.—Working expenses were reduced in 1930-31 by 166 lakhs by a credit from the Depreciation Fund for correction of past accounting adjustments and in 1924-25 by 179 lakhs by certain abnormal refunds of expenditure in previous years.

Though these statistics show the trend of receipts and expenditure fairly clearly they do not lend themselves directly to close comparison owing to changes of accounting during the period and certain other special features, the more important of which are mentioned below :—

(*a*) In the years prior to 1932-33, credits on account of material released from works whether in the nature of repairs or renewals or replacements were taken as reducing the working

expenses but since that year only credits in connection with repairs and maintenance operations are so taken. For comparison with earlier years, the following sums should be deducted from the working expenses of the years 1932-33 and thereafter :—

(In lakhs of rupees.)

1932-33	119
1933-34	119
1934-35	90
1935-36	110
1936-37	115

(*b*) In 1924-25, working expenses were reduced by a refund of customs duty paid in earlier years on stores imported for Company-managed railways amounting to 141 lakhs and by a transfer from reserves of 38 lakhs representing the cost of writing down stores. A sum of 179 lakhs should be added to the working expenses of that year.

(*c*) In 1930-31, working expenses were reduced by 166 lakhs by a credit from the depreciation fund for correction of past erroneous adjustments.

(*d*) the emergency deductions made from the pay of the staff reduced the working expenses in certain years, namely :—

(In lakhs of rupees.)

1931-32	44
1932-33	1,91
1933-34	1,14
1934-35	1,00
1935-36	8
1936-37	...

(*e*) In 1936-37 renewal and replacement expenditure of about 73 lakhs was transferred from ordinary working expenses to Depreciation Fund.

Making allowance for these factors, the comparable figures of traffic receipts and working expenses from 1924-25 are as follows :—

(In crores of rupees.)

Year.	Traffic Receipts.	Ordinary working expenses including cut in pay.	Ordinary working expenses excluding cut in pay.
1924-25	100·13	53·44	53·44
1925-26	98·94	52·99	52·99
1926-27	98·42	52·89	52·89
1927-28	103·43	53·06	53·06
1928-29	103·73	54·22	54·22
1929-30	102·70	55·59	55·59
1930-31	95·10	56·05	56·05
1931-32	86·63	49·31	49·75
1932-33	84·43	47·89	49·80
1933-34	86·63	48·31	49·45
1934-35	90·20	49·37	50·37
1935-36	90·65	49·77	49·85
1936-37	95·48	49·80	49·80

The figures show that the steady improvement which started in 1933-34 was still continuing, so much so that the receipts for 1936-37 were slightly

better than those for 1930-31, while the working expenses were about 6 crores less. The statement below gives the net revenue and the interest charges as an average of the capital at charge by the end of the year :—

(In lakhs of rupees.)

Year.	Net revenue.	Percentage of net revenue to capital at charge.	Interest charges.	Percentage of interest charges to capital at charge.	Surplus or Deficit.
1924-25	37,06	5·8	23,90	3·8	13,16
1925-26	34,09	5·2	24,81	3·8	9,28
1926-27	33,37	4·9	25,87	3·8	7,50
1927-28	38,12	5·3	27,27	3·8	10,85
1928-29	37,14	5·0	29,33	4·0	7,81
1929-30	34,50	4·5	30,46	4·0	4,04
1930-31	27,53	3·5	32,72	4·2	—5,19
1931-32	23,87	3·0	33,07	4·2	—9,20
1932-33	22,68	2·9	32,91	4·2	—10,23
1933-34	24,62	3·1	32,58	4·1	—7,96
1934-35	26,74	3·4	31,80	4·0	—5,06
1935-36	27,40	3·5	31,39	4·0	—3,99
1936-37	32,02	4·1	30,81	4·0	1,21

The operating ratio of all State-owned railways, *i.e.*, the ratio of working expenses to gross traffic receipts has been reduced from 55 per cent. (excluding depreciation) and 70 per cent. (including depreciation) in 1935-36 to 51 per cent. and 65 per cent. respectively. The former has touched the lowest level reached in 1927-28. The latter, however, is the lowest since 1929-30, as the contribution to the Depreciation Fund has increased by about 3 crores in the last 12 years. In the table below, the ratios of earlier years are given for purposes of comparison :—

Year.	Percentage, excluding depreciation.	Percentage, including depreciation.
Average of 5 years, 1924-25 to 1928-29	52·5	63·5
1929-30	54	66
1930-31	59	73
1931-32	57	73
1932-33	57	73
1933-34	56	71
1934-35	55	70
1935-36	55	70
1936-37	51	65

For purposes of comparison certain statistics available for some foreign railways are given below.

The gross receipts of the 4 amalgamated British railways in 1936 amounted to £182 million, an increase of £7 million (4 per cent.) over the

previous year, but £25½ million (12 per cent.) less than in 1929. Their working expenses amounted to £148 million or £4 million (3 per cent.) more than in the previous year and £20 million (12 per cent.) less than in 1929. The operating ratio was 81 per cent. as against 82·65 per cent. in the previous year but it was the same as in 1929.

The Canadian Pacific Railway earned 139 million dollars in 1936, 9 million dollars (7 per cent.) more than in the previous year, and 71 million dollars (34 per cent.) less than in 1929. Their working expenses were 115 million dollars—8 million dollars (7 per cent.) more than in 1935 and 52 million dollars (31 per cent.) less than in 1929. The operating ratio, which was 79½ per cent. in 1929 and 82¾ per cent. in 1935, stood at 83¼ per cent. in 1936.

The Canadian National Railways realised 187 million dollars in 1936, 14 million dollars (8 per cent.) more than in 1935 and 81 million dollars (30 per cent.) less than in 1929. Their working expenses rose to 171 million dollars, which was higher by 12 million dollars (8 per cent.) than in 1935 but 50 million dollars (22 per cent.) below that of 1929. The operating ratio of 92 per cent. is the same as in the previous year but 9½ per cent. higher than in 1929.

The receipts of the principal railways of the United States were 4,044 million dollars in 1936, which was about 17 per cent. more than in 1935, but 23 per cent. less than in 1930. The working expenses, which were 2,925 dollars, were 13 per cent. more than in the previous year but 25·5 per cent. less than in 1930. The operating ratio in 1936 was 72·33 per cent. against 75·11 per cent. in 1935 and 74·4 per cent. in 1930.

The gross receipts of the German State Railways for 1936 were Reichmarks 3,985 million, which showed an increase of Reichmarks 399 million (11 per cent.) over the previous year and of Reichmarks 659 million (20 per cent.) as compared with 1934. Their working expenses came to Reichmarks 3,513 million or Reichmarks 79 million (2 per cent.) more than in the previous year and Reichmarks 211 million (6 per cent.) more than in 1934. The operating ratio was 88·16 per cent. against 95·75 per cent. in 1935 and 99·28 per cent. in 1934.

21. *Traffic Receipts.*—The following table compares the traffic receipts in detail with the previous years :—

(Crores of rupees.)

—	1928-29.	1929-30.	1930-31.	1931-32.	1932-33.	1933-34.	1934-35.	1935-36.	1936-37.
Passenger earnings .	35·34	35·75	31·68	28·96	28·94	27·65	27·92	28·08	27·82
Other coaching earnings .	6·17	5·81	5·40	5·27	5·03	4·92	4·92	5·05	5·19
Goods earnings . . .	67·78	65·25	60·69	55·41	53·76	58·20	61·05	61·43	66·34
Sundry earnings . .	2·11	2·21	1·97	1·82	1·63	1·59	1·62	1·83	2·10
Suspense . . .	—·25	·30	·46	·35	·04	—·49	·09	—·23	—·24
TOTAL .	111·15	109·32	100·20	91·81	89·40	91·87	96·60	96·16	101·21
Less—									
Refunds . . .	*·15*	*·15*	*·11*	*·11*	*·11*	*·11*	*·12*	*·14*	*·19*
Earnings of worked lines	*7·27*	*6·47*	*4·99*	*5·07*	*4·86*	*5·13*	*5·28*	*5·37*	*5·54*
NET .	103·73	102·70	95·10	86·63	84·43	86·63	90·20	90·65	95·48

There has been an improvement, as compared with the previous year under all the various items included in earnings except passenger earnings.

Goods earnings have made a marked improvement and are better than even 1929-30 which was a year of prosperity. On the other hand passenger earnings have shown a set-back, as compared with the previous year, and are on the same level as the earnings of the two earlier years.

The statement below gives the details of passenger earnings on all Class I Railways from 1929-30 onwards. Figures are not available separately for State-owned railways alone, but the figures for Class I Railways can be taken as sufficiently representative. The fall is wholly in third class traffic.

Passenger earnings for Class I Railways.

(In lakhs of rupees.)

Classes.	1929-30.	1930-31.	1931-32.	1932-33.	1933-34.	1934-35.	1935-36.	1936-37.
First class . .	1,02	92	82	77	75	76	77	80
Second class . .	1,77	1,65	1,49	1,43	1,37	1,37	1,41	1,42
Intermediate class .	1,56	1,39	1,21	1,13	1,10	1,10	1,10	1,13
Third class . .	32,46	28,72	26,35	26,50	25,29	25,53	25,67	25,33
TOTAL .	36,81	32,68	29,87	29,83	28,51	28,76	28,95	28,68

The statement below gives details of the various commodities which have contributed to the goods earnings of all Class I Railways and compares them with similar figures for the past few years.

(Figures in lakhs.)

——	1929-30.	1930-31.	1931-32.	1932-33.	1933-34.	1934-35.	1935-36.	1936-37.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
1. Cotton, raw pressed and unpressed.	4,50	3,99	2,42	2,77	3,58	3,42	3,76	4,64
2. Cotton manufactured . .	2,41	2,32	2,34	2,42	2,38	2,45	2,52	2,50
3. Coal for the public . .	6,75	6,19	5,98	5,93	6,54	7,09	6,93	6,98
4. Coal for foreign railways and home line construction.	2,77	2,63	2,15	2,24	2,28	2,49	2,45	2,58
5. Metallic ores	1,47	93	58	45	64	95	1,30	1,15
6. Rice	4,17	3,67	3,71	3,45	3,89	4,19	3,78	4,05
7. Wheat	2,03	2,69	2,16	1,84	1,85	2,10	2,12	2,48
8. Gram, pulse and other grains .	3,53	3,42	3,58	3,09	2,91	3,36	3,08	3,51
9. Iron and steel wrought . .	2,46	2,07	1,81	2,00	2,21	2,34	2,57	2,65
10. Kerosene oil	1,69	1,50	1,62	1,38	1,46	1,52	1,49	1,64
11. Jute	1,47	1,36	99	1,12	1,29	1,24	95	1,30
12. Oil seeds	3,95	4,01	3,52	2,88	3,64	2,99	2,78	3,31
13. Sugar	2,03	2,03	1,51	1,30	1,67	1,57	1,59	2,30
14. Gur, jagree and molasses .	94	98	1,27	1,39	1,21	1,21	1,28	1,31

The most noticeable improvements in 1936-37 are in cotton raw pressed and unpressed (88 lakhs), in sugar (71 lakhs) in oil seeds (53 lakhs),

in gram, pulses and other grains (43 lakhs), in wheat (36 lakhs), in jute (35 lakhs) and in rice (27 lakhs). There was, however, a slight decrease in metallic ores and manufactured cotton.

The statement below compares the receipts of individual railways in 1936-37 with the previous years :—

(Figures in lakhs.)

Railways.	1929-30.	1930-31.	1931-32.	1932-33.	1933-34.	1934-35.	1935-36.	1936-37.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Assam Bengal	2,05	1,96	1,84	1,56	1,60	1,80	1,60	1,68
Bengal Nagpur	9,31	8,17	7,24	6,91	7,39	7,94	8,64	8,38
Bombay, Baroda and Central India	11,52	10,90	10,30	10,17	10,61	11,06	11,08	11,89
Burma	4,87	4,28	3,74	3,33	3,57	3,72	3,61	3,70
Eastern Bengal	6,73	5,86	5,05	4,91	5,07	5,42	5,26	5,74
East Indian	19,85	18,24	17,36	17,27	17,63	18,71	18,62	19,45
Great Indian Peninsula	14,58	13,33	11,92	11,94	12,21	12,17	12,40	13,27
Madras and Southern Mahratta	8,98	7,98	7,15	6,66	6,84	6,72	6,55	6,68
North Western (Commercial)	14,39	14,98	13,34	12,74	13,23	13,87	14,16	15,63
North Western (Strategic)	1,59	1,48	1,31	1,23	1,23	1,23	1,26	1,37
South Indian	6,33	5,80	5,30	5,51	5,14	5,25	5,00	5,12
Other Railways	2,50	2,12	2,08	2,20	2,11	2,31	2,47	2,57

During the year under review all railways showed an improvement in earnings except the Bengal Nagpur Railway where there was a decrease of 26 lakhs. It will be noticed that the receipts of the North Western (Commercial) and the Bombay, Baroda and Central India Railways were better than even those of 1929-30, the last year of prosperity. The largest increase (158 lakhs) was on the North Western Railway, both passenger and goods traffic contributing thereto. The improvement in passenger earnings was to some extent due to the enhancement of third class fares from the 1st January 1936, but mainly to the Solar Eclipse fair at Kurukshetra in June 1936 and to the general development in traffic as a result of improved trade conditions. The increase in goods earnings was mainly due to (1) raw cotton and wheat on account of better crops and greater exports to foreign countries, (2) sugar on account of the increased production of sugarcane and (3) petrol, owing partially to increase in imports and partially to enhancement of rates from 1st January 1936. The next largest increases were on the Great Indian Peninsula Railway (87 lakhs), the East Indian Railway (83 lakhs), Bombay, Baroda and Central India Railway (81 lakhs) and on the Eastern Bengal Railway (48 lakhs). This increase was mostly due to the improvement in goods traffic owing to general revival of trade and on the Eastern Bengal Railway to heavy Jute traffic (32 lakhs). On the East Indian Railway the goods earnings were the highest on record, except 1928-29, in which year there was an abnormally heavy traffic in food grains on account of famine. On the Eastern Bengal Railway there was also some improvement in coaching earnings. It was due to the reduction of basic fares of single and ordinary return Intermediate Class tickets and the introduction of week-end return tickets. The issue of " Travel as you like " season tickets, during the Easter and the Christmas-*Cum*-New Year holidays also brought in some fresh revenue to the railway. There were small increases on other railways, *viz.*, Madras and Southern Mahratta, South Indian, Burma, Assam Bengal and the smaller railways aggregating to 52 lakhs.

22. *Ordinary working expenses.*—A comparison of working expenses (excluding depreciation) of all railways by Abstracts is given below. It will be seen that, except in the expenses of the traffic department and the maintenance and supply of locomotive power there has been a reduction all round.

(In lakhs of rupees.)

Abstracts.	1933-34.	1934-35.	1935-36.	1936-37.
Maintenance of Structural Works	8,78	9,05	8,94	8,29
Maintenance and supply of Locomotive Power	16,89	17,13	16,82	16,93
Maintenance of Carriage and Wagon stock	5,79	6,08	6,32	5,88
Maintenance of ferry steamers and harbours	31	32	29	29
Expenses of Traffic Department	10,79	10,92	10,86	11,01
Expenses of General Department	4,85	4,89	4,88	4,86
Miscellaneous Expenses	4,51	4,40	4,38	4,35
Electric Service Department	1,20	1,22	1,18	1,16
Suspense	—1	—8	—4	12
Emergency deductions from pay	—1,14	—1,00	—8	..
TOTAL	51,97	52,93	53,55	52,89
Deduct—Recoveries from worked lines	2,60	2,66	2,68	2,67
Net Total for State-owned railways	49,37	50,27	50,87	50,22

A comparison of the working expenses (excluding depreciation) of each railway with the previous years will be found below :—

(Figures in lakhs.)

——	1929-30.	1930-31.	1931-32.	1932-33.	1933-34.	1934-35.	1935-36	1936-37.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Assam Bengal	1,13	1,12	1,09	1,02	1,07	1,16	1,12	1,06
Bengal Nagpur	5,51	5,36	4,83	4,77	4,82	5,06	5,42	5,30
Bombay, Baroda and Central India	6,07	6,14	5,47	5,38	5,26	5,44	5,33	5,55
Burma	2,57	2,61	2,33	2,04	2,18	2,25	2,25	2,02
Eastern Bengal	3,84	3,74	3,29	3,16	3,33	3,41	3,62	3,63
East Indian	10,21	9,95	9,02	8,88	8,78	9,19	9,24	9,23
Great Indian Peninsula	8,37	8,57	7,13	7,06	6,99	6,78	6,76	6,55
Madras and Southern Mahratta	3,95	3,88	3,33	3,24	3,30	3,40	3,41	3,26
North Western (Commercial)	8,47	9,03	7,74	7,23	7,57	7,61	7,50	7,39
North Western (Strategic)	1,68	1,76	1,38	1,42	1,39	1,43	1,42	1,43
South Indian	2,79	2,87	2,63	2,76	2,67	2,73	2,74	2,68
Other Railways	1,00	1,02	98	92	95	1,06	1,12	1,12

There has been an increase in expenditure on two of the railways, *viz.*, Bombay, Baroda and Central India Railway 22 lakhs and Eastern Bengal Railway 1 lakh but it bears a very small proportion to the increase in traffic receipts.

23. *Losses and gains.*—The statement below gives the net gain or loss of the various railways for every year from 1924-25 to 1936-37. For the purpose of calculating these gains or losses, the figures shown in the Companies' accounts have been recast to accord with the Government accounting procedure, *i.e.*, the working expenses include the Appropriation to the Depreciation Fund and not the actual expenditure on renewals and replacements which are taken into account in the Companies own accounts.

(In lakhs of rupees.)

—	1924-25.	1925-26.	1926-27.	1927-28.	1928-29.	1929-30.	1930-31.	1931-32.	1932-33.	1933-34.	1934-35.	1935-36.	1936-37.	TOTAL.
State-managed railways.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Burma	42	81	24	61	4	4	—44	—74	—75	—71	—56	—69	—36	—2,09
Eastern Bengal	16	10	70	80	54	16	—80	—1,23	—1,28	—1,25	—93	—1,16	—79	—5,00
East Indian	2,89	2,80	2,67	3,19	2,44	1,61	—18	—24	—13	37	1,14	1,04	1,75	19,35
Great Indian Peninsula	2,42	47	71	1,41	1,08	8	—1,72	—1,78	—1,68	—1,24	—1,04	—67	46	—1,50
North Western (Commercial)	2,87	1,76	1,21	1,23	9	—64	—1,16	—1,58	—1,78	—1,36	—70	25	1,53	1,72
North Western (Strategic)	—1,59	—1,47	—1,65	—1,68	—1,74	—1,90	—2,18	—1,99	—2,09	—2,03	—2,03	—2,10	—1,96	—24,41
Company-managed railways.														
Assam Bengal	—31	—13	—11	4	—6	—24	—39	—52	—74	—73	—60	—34	—75	—5,38
Bengal Nagpur	—12	—47	—40	—20	—47	—66	—1,99	—2,48	—2,80	—2,27	—1,86	—1,38	—1,52	—16,62
Bombay, Baroda and Central India.	2,92	2,20	1,42	1,58	1,64	1,25	43	45	41	99	1,28	1,56	2,16	18,29
Madras and Southern Mahratta	1,11	85	68	1,04	1,38	89	1	14	—27	—4	—26	—38	—3	5,07
South Indian	97	1,13	1,20	1,25	81	1,19	31	1	6	—21	—10	—32	—11	6,19
Lucknow Bareilly	9	9	4	10	6	5	6	4	5	5	8	8	10	89
Tirhoot	62	60	68	56	66	68	24	29	34	25	32	35	41	6,06

The only railways which show a profit during 1936-37 are Bombay, Baroda and Central India (2 crores), the East Indian ($1\frac{3}{4}$ crores), the North Western (Commercial Section) ($1\frac{1}{2}$ crores), the Great Indian Peninsula ($\frac{1}{2}$ crore), the Bengal and North-Western Railway (Tirhoot) ($\frac{1}{2}$ crore) and the Lucknow-Bareilly Railway (10 lakhs).

It is interesting to notice that during the 13 years, of which the first six were prosperous, the State has received large profits from 7 railways. $19\frac{1}{3}$ crores from the East Indian Railway, $18\frac{1}{4}$ crores from the Bombay, Baroda and Central India Railway, about $6\frac{1}{4}$ crores from the South Indian Railway, 6 crores from the Bengal and North-Western Railway (Tirhoot) 5 crores from the Madras and Southern Mahratta Railway $1\frac{3}{4}$ crores from the North Western Railway Commercial lines and about a crore from the Lucknow Bareilly. On the other hand, it had to bear losses on 6 railways. The largest is about $24\frac{1}{2}$ crores on the Strategic Section of the North Western Railway and the next largest $16\frac{2}{3}$ crores on the Bengal Nagpur Railway. On the Assam Bengal Railway it amounts to $5\frac{1}{3}$ crores. The Eastern Bengal, Burma and Great Indian Peninsula Railways are responsible for losses of 5, 2 and $1\frac{1}{2}$ crores respectively.

24. *Capital at charge.*—The statement below shows how the capital at charge on all railways in which the State has financial interest has been growing. For purposes of comparison sterling liabilities included in the

capital at charge have been converted into rupees at the statutory rate of exchange :—

	(Crores of rupees.) Capital at charge at the end of the year.		(Crores of rupees.) Capital at charge at the end of the year.
1923-24	621	1930-31	783
1924-25	635	1931-32	790
1925-26	654	1932-33	789
1926-27	681	1933-34	787
1927-28	714	1934-35	787
1928-29	739	1935-36	789
1929-30	770	1936-37	789*

* NOTE.—Includes 35 crores capital at charge of Burma Railways.

It will be noticed that the capital at charge at end of 1936-37 is the same as at end of 1935-36 and has increased in 13 years by 168 crores, though the increase has not been uniform. During the first six prosperous years, the average yearly increase was 25 crores. During the next seven years, it is less than 3 crores.

Though the total increase in the capital at charge is 168 crores, the real expenditure during these 13 years is 181 crores since stores balances have been reduced by 13 crores in the period. Of this total, the construction of new lines accounts for 48 crores. 12 crores is due to the acquisition of lines already in existence, but owned by private companies, the most important of which are the Delhi-Ambala-Kalka, Amritsar-Patti-Kasur and the Southern Punjab Railways. The balance of 121 crores represents the expenditure charged to capital on additions to and improvements of the open line such as rebuilding of bridges, relaying of track, improvement of traffic facilities, *e.g.*, expansion of station yards, purchasing of improved rolling stock, reconstruction and modernising of workshops and so on. At the same time 115 crores have been spent from the depreciation fund during the period for the improvement of the open line.

25. *Works Expenditure.*—The statement below gives the total expenditure on works year by year from 1924-25 and shows separately the expenditure on new constructions, open line works, and amounts spent on the purchase of railways.

(In lakhs of rupees.)

Years.	New constructions.	Open line works.	Purchase of railways and branch line shares.	Total capital.	Depreciation Fund.	Total works expenditure.
1924-25	3,12	10,26	..	13,38	7,29	20,67
1925-26	4,32	15,31	..	19,63	7,98	27,61
1926-27	6,77	16,13	4,33	27,23	8,05	35,28
1927-28	10,26	22,19	3	32,48	10,95	43,43
1928-29	9,26	15,79	4,30	29,35	9,60	38,95
1929-30	6,65	16,47	7,06	30,18	11,76	41,94
1930-31	4,25	8,95	1	13,21	11,39*	24,60*
1931-32	2,79	3,90	..	6,69	8,26	14,95
1932-33	57	—50	..	7	6,35	6,42
1933-34	22	—2,28	..	—2,06	8,08	6,02
1934-35	18	27	—20	25	8,66	8,91
1935-36	29	1,85	44	2,58	9,16	11,74
1936-37	..	28	..	28	7,88	8,16
TOTAL	48,68	108,62	15,97	173,27	115,41	288,68

* Includes a debit of 166 lakhs for correction of past erroneous adjustments.

The total expenditure on open line works was about 8 crores and was lower by 3½ crores than the expenditure in the previous year. Of the total 2½ crores was on rolling stock, 4 crores on renewal of track, and 1½ crores on general engineering works including about 4½ lakhs on account of expenditure on earthquake damages and Hardinge bridge protection works. It also takes into account the credits amounting to a little more than a crore on account of the value of materials released from works which it has

been decided to adjust under " Depreciation Fund " instead of " Earnings " as in the previous years.

26. *Stores balances.*—The total stores balance at the end of 1936-37 was 20 lakhs less than in the previous year :—

The table below gives the figures for a number of years :—

(Figures in lakhs.)

—	1921-22.	1922-23.	1923-24.	1924-25.	1925-26.	1926-27.	1927-28.	1928-29.	1929-30.	1930-31.	1931-32.	1932-33.	1933-34.	1934-35.	1935-36.	1936-37.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Assam Bengal	25	32	18	12	9	13	13	15	18	22	21	15	14	13	14	17
Bengal Nagpur	1,40	1,62	1,48	1,50	1,28	1,17	1,08	1,33	1,36	1,21	1,07	1,02	97	1,01	1,06	1,11
Bombay, Baroda and Central India.	2,77	2,72	2,33	1,77	1,63	1.46	1,67	1,62	1,61	1,65	1,46	1,30	1,09	1,02	93	87
Burma	67	85	99	85	75	45	53	61	55	53	51	43	40	42	40	33
Eastern Bengal	2,52	1,76	1,58	1,22	1,12	84	84	80	77	76	69	55	40	43	57	59
East Indian (including Oudh and Rohilkund).	3,92	4,39	4.11	3.14	2,81	2,48	2.99	3,15	3,04	2,48	2,27	2,09	1,60	1,38	1,44	1,39
Great Indian Peninsula	4,66	3,88	3,98	2,90	2,39	2,23	2,53	2,42	2,62	2,52	2,18	1,80	1,51	1,27	1,17	1,08
Madras and Southern Mahratta	1,51	1,66	1,51	1,03	84	77	94	83	83	79	76	72	53	50	50	51
North Western (Commercial)	3,94	3,93	3,80	2,73	2,44	2,86	3,92	3,70	3,48	2,60	2,27	1,85	1,66	1,46	1,52	1,79
North Western(Strategic)	58	58	72	63	83	84	92	90	92	94	91	1,02	93	82	75	67
South Indian	1,14	1,39	99	77	1,13	1,07	1,24	1,14	1,06	94	80	70	56	47	48	49
Other Railways	31	41	42	43	37	39	47	44	53	57	52	47	43	43	44	43
TOTAL	23,67	23,51	22,09	17,09	15,68	14,69	17,32	17,09	16,95	15,21	13,65	12,10	10,22	9,34	9,40	9,20

27. *Depreciation Fund.*—The amount appropriated to the depreciation fund by debit to the working expenses of State-owned railways and the amount drawn from the fund to meet the expenditure incurred on the replacements and renewals actually carried out on those railways during 1936-37 are given in the statement below :—

Account of Depreciation Fund for 1936-37.

(Figures in lakhs.)

Railways.	Opening Balance.	Credits to Depreciation Fund in 1936-37.	Amount spent on Replacements and Renewals, etc., and charged to Depreciation Fund in 1936-37.	Closing Balance.
1	2	3	4	5
State Lines managed by State.	Rs.	Rs.	Rs.	Rs.
North Western	9,76	*2,47	1,81	10,42
Eastern Bengal	2,34	86	71	2,49
East Indian (including Tatanagar workshops).	6,50	2,45	1,19	7,76
Great Indian Peninsula	5,81	1,92	99	6,74
Burma	1,33	58	43	1,48
State Lines managed by Companies.				
Bengal Nagpur	4,95	1,29	49	5,75
Bombay, Baroda and Central India	3,96	1,23	2	4,47
Madras and Southern Mahratta	1,87	89	69	2,07
South Indian	1,66	76	46	1,96
Other Railways and Miscellaneous	3,00	72	39	3,33
TOTAL	41,18	13,17	7,88	46,47
Withdrawal from Depreciation Fund to meet the loss on the working of Railways	—31,49	..	..	—31,49
Repayment of loans withdrawn from Depreciation Reserve Fund	..	1,21	..	1,21
Loans to Branch Line Companies	—9	..	..	—9
Net	9,60	14,38	7,88	16,10

* Include Rs. 2·06 lakhs on account of press machinery charged to Capital Account, North Western Railway.

28. An analysis of the financial results of the working of the railways owned by the State is given in the following statement, for the last three years, by each railway :—

(Figures in thousands of rupees.)

Railways.	Year.	(b) Capital at charge.	*Deduct* amount of capital contributed by Companies and Indian States.	Net Government Capital at charge.	Receipts.	Working Expenses including Depreciation.	Payment to worked lines.	Net Receipts.	Percentage of Net Receipts on Capital at charge.	Charge against Net Revenue Receipts.		Gain.	Loss.
										Payment on account of share of Surplus Profits.	Interest, Annuity and Sinking Fund charges.		
1	2	3	4	5	6	7	8	9	10	11	12	13	14
State Lines managed by State.													
North Western	1934-35	1,46,84,32	..	1,46,84,32	15,90,81	12,33,70	28,81	3,28,30	2·2	..	6,01,27	..	2,72,97
	1935-36	1,46,92,92	..	1,46,92,92	16,35,12	11,99,28	29,82	4,06,02	2·8	..	5,91,27	..	1,85,25
	1936-37	1,46,84,36	..	1,46,84,36	17,54,10	11,89,01	28,15	5,36,94	3·7	..	5,79,92	..	42,98
Eastern Bengal	1934-35	51,10,05	..	51,10,05	5,59,27	4,46,95	7,72	1,04,60	2·0	..	1,97,87	..	93,27
	1935-36	51,59,89	..	51,59,89	5,43,89	4,56,56	8,45	78,88	1·5	..	1,96,92	..	1,18,04
	1936-37	51,48,09	..	51,48,09	5,87,46	4,63,40	8,57	1,15,49	2·2	..	1,94,21	..	78,72
East Indian	1934-35	1,44,50,72	1,12,14	1,43,38,58	18,93,70	11,75,26	7,83	7,10,61	4·9	..	5,96,66	1,13,95	..
	1935-36	1,47,26,41	1,12,14	1,46,14,27	18,86,33	11,80,64	7,74	6,97,95	4·7	..	5,94,39	1,03,56	..
	1936-37	1,47,70,09	1,12,14	1,46,57,95	19,52,14	11,82,27	7,81	7,62,06	5·2	..	5,87,32	1,74,74	..
Great Indian Peninsula	1934-35	1,21,31,12	..	1,21,31,12	12,77,85	9,16,55	25,59	3,35,71	2·8	..	4,39,92	..	1,04,21
	1935-36	1,15,03,02	..	1,15,03,02	13,09,86	9,19,39	28,28	3,62,19	3·1	..	4,29,13	..	66,94
	1936-37	1,14,57,77	..	1,14,57,77	13,83,25	8,86,83	31,88	4,64,54	4·1	..	4,18,84	45,70	..
Burma	1934-35	35,02,69	..	35,02,69	3,78,20	2,83,71	..	94,49	2·7	..	1,50,22	..	55,73
	1935-36	34,91,32	..	34,91,32	3,62,33	2,84,08	..	78,25	2·2	..	1,46,72	..	68,47
	1936-37	34,69,13	..	34,69,13	3,70,29	2,64,77	..	1,05,52	3·0	..	1,41,90	..	36,38

(Figures in thousands of rupees.)

Railways.	Year.	(b) Capital at charge.	*Deduct* amount of capital contributed by Companies and Indian States.	Net Government Capital at charge.	Receipts.	Working Expenses including Depreciation.	Payment to worked lines.	Net Receipts.	Percentage of Net Receipts on Capital at charge.	Charge against net Revenue Receipts.		Gain.	Loss.
										Payment on account of share of Surplus Profits.	Interest, Annuity and Sinking Fund charges.		
1	2	3	4	5	6	7	8	9	10	11	12	13	14
State Lines managed by Companies.													
Bengal Nagpur	1934-35	77,45,42	10,12,20	67,33,22	8,07,80	6,56,87	1,29	1,49,64	1·9	..	3,35,69	..	1,86,05
	1935-36	77,75,05	10,12,20	67,62,85	8,76,09	6,82,01	1,67	1,92,41	2·5	..	3,30,80	..	1,38,39
	1936-37	77,83,53	9,52,20	68,31,33	8,40,73	6,68,28	1,41	1,71,04	2·2	..	3,22,78	..	1,51,74
Bombay, Baroda and Central India	1934-35	75,95,88	5,49,00	70,46,88	11,78,93	7,27,01	27,93	4,23,99	5·6	15,61‡	2,80,51	1,27,87	..
	1935-36	73,74,05	5,49,00	68,25,05	11,85,51	7,07,10	29,81	4,48,60	6·1	14,79‡	2,78,22	1,55,59	..
	1936-37	73,77,60	5,49,00	68,28,60	12,50,05	7,16,74	27,16	5,06,15	6·9	16,52‡	2,73,68	2,15,95	..
Madras and Southern Mahratta	1934-35	55,20,23	10,68,25	44,51,98	7,48,93	4,73,97	29,79	2,45,17	4·4	36,31	2,32,13	..	23,27
	1935-36	53,26,73	10,68,25	42,58,48	7,30,45	4,81,50	27,34	2,21,61	4·2	26,77	2,29,01	..	34,17
	1936-37	53,30,57	10,68,25	42,62,32	7,42,88	4,69,50	31,45	2,41,93	4·5	19,39	2,25,09	..	2,55
South Indian	1934-35	45,25,00	6,35,81‖	38,89,19	5,50,82	3,67,79	8,97	1,74,06	3·8	6,22‡	1,77,47	..	9,63
	1935-36	45,46,66	6,35,81‖	39,10,85	5,28,42	3,70,76	7,11	1,50,55	3·3	6,62‡	1,75,55	..	31,62
	1936-37	45,67,54	6,35,81‖	39,31,73	5,36,33	3,64,81	7,12	1,64,40	3·6	3,61‡	1,71,42	..	10,63
Other railways	1934-35	42,64,12	5,89,46	36,74,66	6,52,22	3,80,31	1,39,06	1,32,85	3·1	2,98	1,68,32	..	38,45
	1935-36	43,05,98	5,20,91	37,85,07	6,53,58	3,95,58	1,44,45	1,13,55	2·6	2,77	1,66,99	..	56,21
	1936-37	42,99,18	4,21,87	38,77,31	6,85,03	3,98,68	1,58,19	1,28,16	2·9	2,91	1,66,15	..	40,90
Suspense	1934-35	..	..	..	..	4	..	—4	..	..	..	..	4
	1935-36	..	..	..	..	—6	..	6	..	..	..	6	..
	1936-37	..	..	..	..	—	—	..	..	..	..	..	—

Adjustments :—													
Net result of adjustment of credits on account of released materials and expenditure on non-wasting assets of company-managed railways under Repairs and Maintenance.	1934-35	..	..	..	..	3,16	..	—3,16	..	..	..	..	3,16
	1935-36	..	..	..	..	3,43	..	—3,43	..	..	..	..	3,43
	1936-37	..	..	..	..	..	..	..	..	..	..	..	..
Interest on Depreciation and Reserve Fund balances.	1934-35	..	..	..	48,15	..	..	48,15	..	..	..	48,15	..
	1935-36	..	..	..	47,97	..	..	47,97	..	..	..	47,97	..
	1936-37	..	..	..	61,81	..	..	61,81	..	..	..	61,81	..
Net Miscellaneous Receipts and Charges not attributable to any one Railway.	1934-35	..	..	..	..	..	..	..	..	..	..	..	9,44*
	1935-36	..	..	..	..	..	..	..	..	..	..	..	4,06*
	1936-37	..	..	..	..	..	..	..	..	..	..	..	13,71*
Total (Central)	1934-35	7,95,29,55	39,66,86	7,55,62,69	96,86,68	66,65,32	2,76,99	27,44,37	3·5	61,12	31,80,06	..	5,06,25
	1935-36	7,89,02,03	38,98,31	7,50,03,72	97,59,55	66,80,27	2,84,67	27,94,61	3·5	50,95	31,39,00	..	3,99,40
	1936-37	7,88,87,86	37,39,27	7,51,48,59	1,01,64,07	66,04,29	3,01,74	32,58,04	4·1	42,43	30,81,31	1,20,59	..
Provincial Railways	1934-35	14,61	..	14,61	(a)1,14	..	..	1,14	..	..	51	63	..
	1935-36	14,61	..	14,61	(a)1,23	..	..	1,23	..	..	51	72	..
	1936-37	14,61	..	14,61	(a)1,41	..	..	1,41	..	..	50	91	..
Grand Total (Central and Provincial) . .	1934-35	7,95,44,16	39,66,86	7,55,77,30	96,87,82	66,65,32	2,76,99	27,45,51	3·5	61,12	31,80,57	..	5,05,62
	1935-36	7,89,16,64	38,98,31	7,50,18,33	97,60,78	66,80,27	2,84,67	27,95,84	3·5	50,95	31,39,51	..	3,98,68
	1936-37	7,89,02,47	37,39,27	7,51,63,20	1,01,65,48	66,04,29	3,01,74	32,59,45	4·1	42,43	30,81,81	1,21,50	..
North Western (Commercial)	1934-35	1,12,77,78	..	1,12,77,78	14,64,11	10,43,91	28,81	3,91,39	3·5	..	4,61,04	..	69,65
	1935-36	1,12,92,24	..	1,12,92,24	15,00,43	9,92,46	29,82	4,78,15	4·2	..	4,53,75	24,40	..
	1936-37	1,13,04,69	..	1,13,04,69	16,16,79	9,89,06	28,15	5,99,58	5·3	..	4,46,13	1,53,45	..
Non-Commercial (Strategic) (North Western and Aden Railways).	1934-35	34,06,54	..	34,06,54	1,26,70	1,89,79	..	—63,09	—1·9	..	1,40,23	..	2,03,32
	1935-36	34,00,68	..	34,00,68	1,34,69	(c)2,08,88	..	(c)—74,19	—2·2	..	1,37,52	..	2,11,71
	1936-37	33,79,67	..	33,79,67	1,37,31	1,99,95	..	—62,64	—1·9	..	1,33,79	..	1,96,43

‡ Includes payments to Durbars—

	1934-35.	1935-36.	1936-37.
Jaipur Durbar	6,72	6,70	7,05
Palanpur Durbar	10	..	..
Travancore Durbar	69	..	..
* Includes recoveries from Travancore Durbar .	10	38	1,08

|| Includes capital expenditure on Tinnevelly Quilon (Indian State Section).

(a) Represent figures on account of subsidized Companies.

(b) Figures of Capital at charge at end of 1934-35 include sterling liabilities involved in the purchase of Railways converted at the average rate of the year in which the liabilities were originally incurred and those at end of 1935-36 and 1936-37 at 1s. 6d. to the rupee.

(c) Includes Aden Railway :—

Column 7	2,06
,, 9	—2,06

III.—*General results of working of all Indian Railways.*

29. Traffic and mileage.—The more important statistical figures of traffic on all Indian Railways are summarised in the table below :—

Particulars.	Year.	Class I Railways.	Other Railways.	Total of all Railways.
(i) Total route mileage.	1932-33	38,550	4,394	42,944
	1933-34	38,298	4,655	42,953
	1934-35	38,294	4,727	43,021
	1935-36	38,367	4,751	43,118
	1936-37	**38,185**	**4,943**	**43,128**
(ii) Number of passengers originating (in thousands).	1932-33	471,689	30,206	501,895
	1933-34	456,618	32,995	489,613
	1934-35	463,011	33,580	496,591
	1935-36	469,424	34,267	503,691
	1936-37	**475,016**	**34,903**	**509,919**
(iii) Number of passenger miles (in thousands).	1932-33	16,890,772	715,682	17,606,454
	1933-34	16,384,713	765,667	17,150,380
	1934-35	16,987,135	777,754	17,764,889
	1935-36	17,353,294	801,055*	18,154,349*
	1936-37	**17,436,677**	**833,982**	**18,270,659**
(iv) Tons originating (in thousands).	1932-33	67,163	3,438	70,601
	1933-34	72,951	3,562	76,513
	1934-35	80,649	3,854	84,503
	1935-36	82,737	4,195	86,932
	1936-37	**82,301**	**3,962**	**86,263**
(v) Number of ton miles (in thousands).	1932-33	16,978,015	224,526	17,202,541
	1933-34	18,459,656	247,161	18,706,817
	1934-35	20,090,588	261,047	20,351,635
	1935-36	20,295,579	258,105	20,553,684
	1936-37	**21,172,091**	**263,367**	**21,435,458**

* Revised figures.

30. Analysis of earnings.—The total earnings of all railways, including those with which the Government of India are not directly concerned, amounted to Rs. 108·07 crores, of which Rs. 69·80 crores or 64·6 per cent. were from goods traffic, Rs. 30·33 crores or 28·1 per cent. from passenger traffic and Rs. 7·94 crores or 7·3 per cent. from parcels, luggage and other miscellaneous items.

31. *Passenger earnings.*—Passenger earnings showed a decrease of about 1 per cent. from Rs. 30·56 to 30·33 crores. The following table shows the

General view of the New Krishna Bridge.

numbers of and earnings from passengers separately for each class for the four years previous to the war and for the last seven years. Graphs are also inserted showing the number of passengers carried and of passenger miles by classes from 1923-24 :—

Year.	No. of passengers carried (in thousands).						Earnings from passengers (in thousands of rupees).					
	1st class.	2nd class.	Inter-mediate class.	3rd class.	Season and Vendor's tickets.	Total.	1st class.	2nd class.	Inter-mediate class.	3rd class.	Season and Vendor's tickets.	Total.
1910 .	685	2,784	10,702	315,839	24,341	354,351	58,82	77,23	94,99	14,65,16	15,85	17,12,05
1911 .	703	2,947	11,409	331,055	25,687	371,801	66,38	83,83	1,08,88	15,73,15	16,85	18,49,09
1912 .	700	3,030	11,508	356,789	26,810	397,837	62,90	83,31	91,37	17,01,35	17,55	19,56,48
1913-14 .	715	3,253	12,000	390,412	30,114	436,494	68,94	88,70	1,03,48	18,37,03	19,36	21,17,51
1930-31 .	670	8,089	16,189	550,879	*	575,827	94,06	1,70,20	1,41,34	30,24,15	*	34,29,75
1931-32 .	508	5,937	12,354	487,037	*	505,836	83,34	1,53,71	1,22,98	27,75,41	*	31,35,44
1932-33 .	429	5,278	10,871	485,317	*	501,895	77,95	1,47,44	1,15,14	27,91,67†	*	31,32,20
1933-34 .	421	5,050	10,557	473,585	*	489,613	76,07	1,42,24	1,11,54	26,79,09	*	30,10,90‡
1934-35 .	406	4,818	10,316	481,051	*	496,591	76,83	1,41,48	1,11,92	27,04,74	*	30,34,97
1935-36 .	384	4,763	10,469	488,075	*	503,691	77,96	1,45,80	1,11,35	27,20,57	*	30,55,68
1936-37 .	409	4,590	11,085	493,835	*	509,919	81,15	1,47,05	1,14,54	26,90,46	*	30,33,20

* The number of season and vendor's tickets and their earnings included under the respective classes; the former at the rate of 50 single journeys per month.

NOTE.—In pre-war reports the sum of the numbers of passengers carried on each separate railway was shown as the total number of passengers carried on all railways. Passengers travelling over two or more railways or two or more gauges of the same railway were thus counted as two or more passengers. The actual number of passengers carried on all railways is in fact the same as the number of passengers originating and this figure has been adopted for "number of passengers carried" in the reports from 1923-24 onwards. As the number of passengers originating is not available prior to 1923-24 the figures of pre-war years have been modified.

† Revised figures.

‡ Includes credit of 1,94 received from the East Indian Railway on account of passengers carried over the Delhi Ghaziabad section for the period April 1925 to May 1931 : details under different classes are not available.

During 1936-37, 4 million more passengers were carried on Class I Railways than in 1935-36 but passenger earnings decreased by Rs. 27 lakhs. The following statement shows the variations on each railway :—

Railway system.	Variations in the number of passengers carried as compared with 1935-36.	Variations in earnings as compared with 1935-36.
	No.	Rs.
Assam Bengal	+962,900	+4,96,000
Bengal and North-Western . .	+178,600	-42,000
Bengal Nagpur	-792,000	-8,54,000
Bombay, Baroda and Central India	-1,212,400	-11,40,000
Burma	-286,400	+4,43,000
Eastern Bengal	+2,505,400	+5,18,000
East Indian	-1,592,400	-15,22,000
Great Indian Peninsula . .	+1,166,800	-6,24,000
Jodhpur	+343,200	+1,23,000
Madras and Southern Mahratta .	+107,600	-6,93,000
H. E. H. the Nizam's State . .	-266,900	-35,000
North Western	+1,163,500	+11,38,000
Rohilkund and Kumaon . .	+27,700	-16,000
South Indian	+1,435,000	-4,45,000
Total .	+3,740,600	-26,53,000

It will be observed from the statement that inspite of an increase in the number of passengers carried the earnings decreased on certain Railways. The following are considered to be the reasons for the variations :—

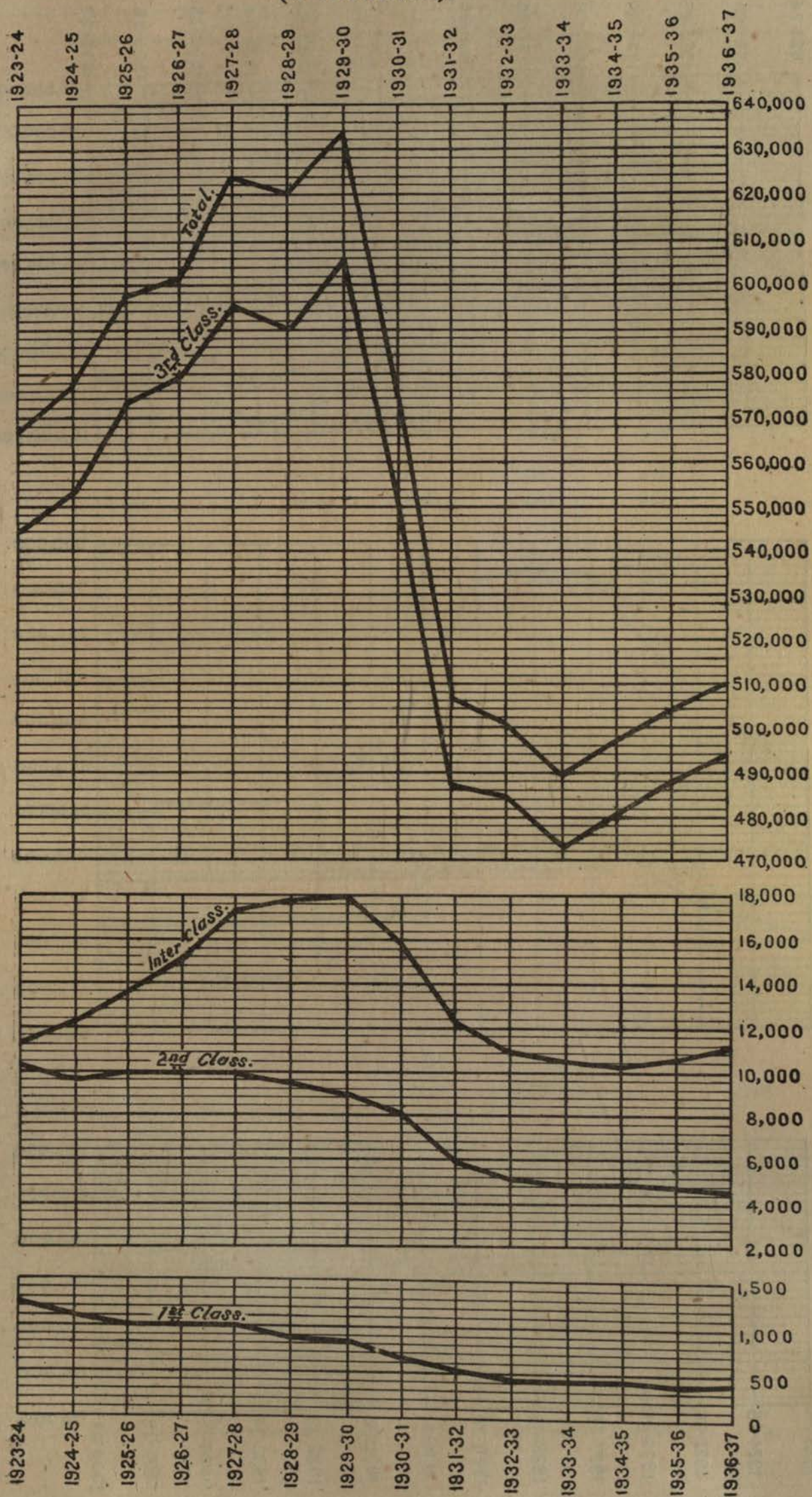
Bengal and North-Western Railway.	*Increase in passengers decrease in receipts*—due to the basis of fares for 3rd class passengers over 350 miles having been reduced from 1st January 1937 and decrease in average distance travelled.
Burma Railways . .	*Decrease in passengers increase in receipts*—due to increase in the average lead and to enhanced fares from 1st January 1936.
Great Indian Peninsula Railway.	*Increase in passengers decrease in receipts*—due to the introduction of cheap 3rd class single and return journey tickets, ordinary tickets being made available by mail and quotation of cheap intermediate class fares.
Madras and Southern Mahratta Railway.	*Increase in passengers decrease in receipts*—due to cheaper fare for 3rd class passengers having been introduced on various sections of the line to counteract bus competition.
Rohilkund and Kumaon Railway.	*Increase in passengers decrease in receipts*—due to introduction of intermediate and 3rd class concession tickets over important sections and return 3rd class tickets at 1½ fares to divert *Mela* passengers coming from Bombay, Baroda and Central India Railway *viâ* Kasganj from road to rail from the latter station.
South Indian Railway . .	*Increase in passengers decrease in receipts*—due to the issue of concession and reduced fare tickets for 3rd class passengers with a view to afford relief to agricultural population affected by the general economic depression and to counteract motor bus competition.

32. *Goods earnings.*—The earnings from goods traffic on all railways increased by 511 lakhs: the improvement being chiefly under cotton raw and manufactured, sugar refined and unrefined, oilseeds, gram and pulses, wheat, jute raw, fuel, rice and petrol.

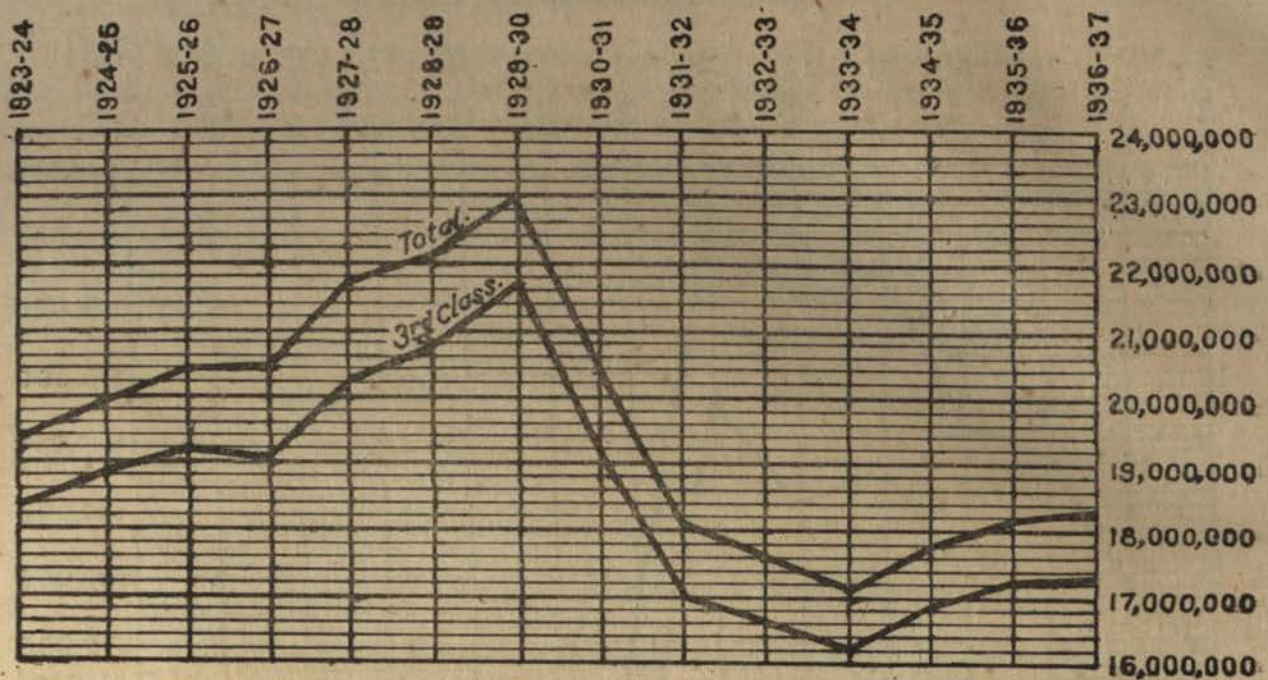
The tonnage of, and earnings from the principal commodities carried by Class I Railways during 1936-37 as compared with the preceding year, are shown in the statement below. Apart from the main increases, mentioned above, there were increases under Kerosene oil, Salt and Fodder.

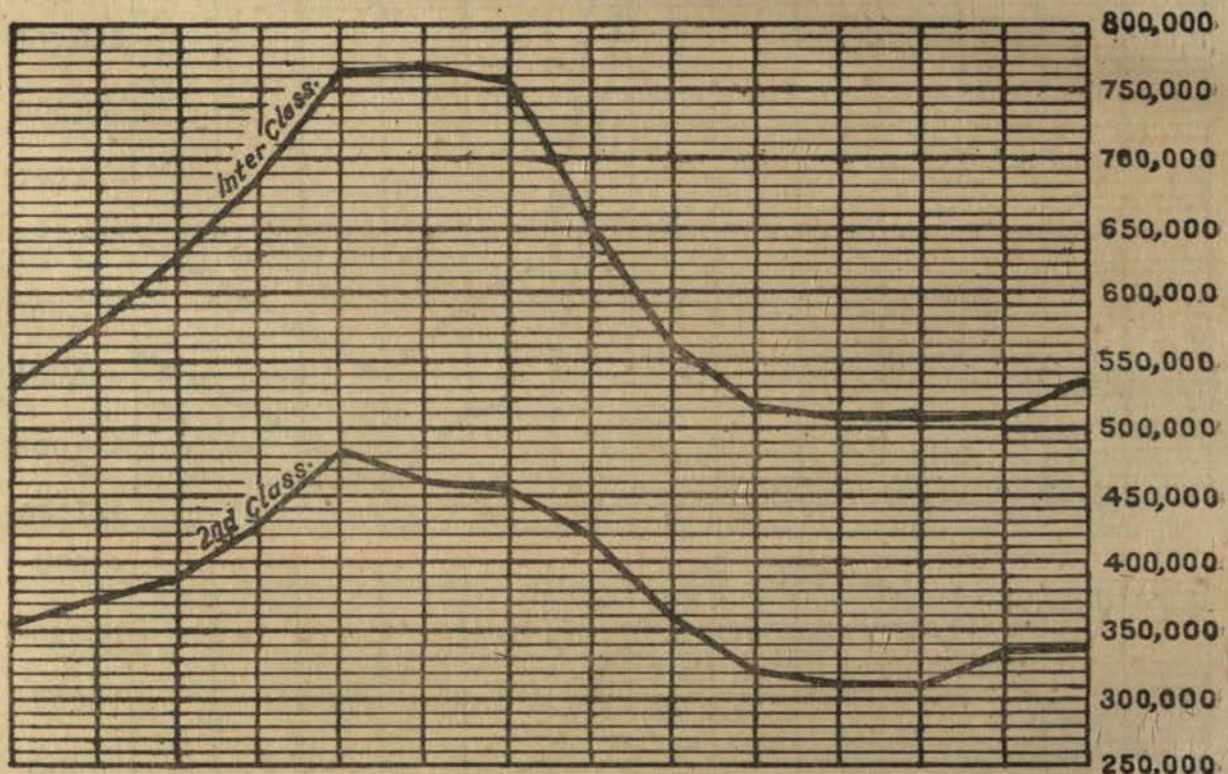
Commodity.	1935-36.		1936-37.		Increase + Decrease— in earnings. Rs. (in lakhs).
	No. of tons originating (in millions).	Rs. (in crores).	No. of tons originating (in millions).	Rs. (in crores).	
Increases.					
Cotton raw and manufactured.	1·84	6·28	**2·15**	**7·13**	+85
Sugar refined and unrefined.	0·87	1·58	**1·16**	**2·30**	+72
Oilseeds . . .	2·12	2·78	**2·66**	**3·32**	+54
Gram and pulse and other grains.	2·50	3·08	**2·72**	**3·51**	+43
Wheat . . .	1·72	2·12	**1·82**	**2·48**	+36
Jute, raw . . .	0·85	0·96	**1·10**	**1·30**	+34
Fuel for public and foreign railways.	20·13	10·13	**20·27**	**10·45**	+32
Rice . . .	4·28	3·78	**4·41**	**4·05**	+27
Petrol . . .	0·25	0·92	**0·29**	**1·14**	+22
Kerosene oil . .	0·76	1·49	**0·80**	**1·64**	+15
Salt	1·33	1·76	**1·43**	**1·87**	+11

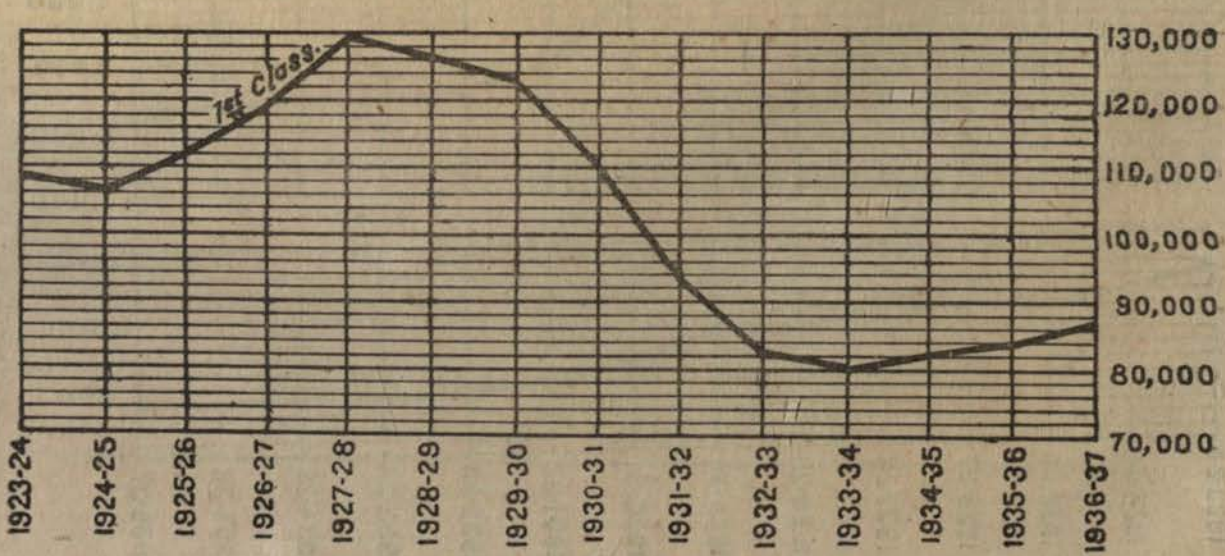
NUMBER OF PASSENGERS CARRIED ON INDIAN RAILWAYS. (IN THOUSANDS).



PASSENGER MILES
INDIAN RAILWAYS.
(IN THOUSANDS).







Commodity.	1935-36.		1936-37.		Increase + Decrease — in earnings. Rs. (in lakhs).
	No. of tons originating (in millions).	Rs. (in crores).	No. of tons originating (in millions).	Rs. (in crores).	
Increases—concld.					
Fodder	0·90	0·54	0·98	0·64	+10
Iron and Steel, wrought	1·43	2·57	1·39	2·65	+8
Military traffic	0·28	0·28	0·36	0·33	+5
Gur, Jaggery, Molasses	0·88	1·27	1·01	1·31	+4
Manures	0·22	0·14	0·26	0·18	+4
Other commodities	9·55	10·95	9·70	11·62	+67
Live stock	0·16	0·52	0·17	0·54	+2
Marble and stone	2·93	0·93	2·55	0·94	+1
Materials and stores on revenue account.	13·55	2·66	12·40	2·67	+1
Tobacco	0·30	0·81	0·31	0·82	+1
Wood, unwrought	1·35	0·88	1·34	0·89	+1
Decreases.					
Metallic ores	3·66	1·30	3·35	1·16	—14
Railway materials	5·40	0·61	4·26	0·52	—9
Provisions	1·19	2·96	1·17	2·91	—5
Fruits and Vegetables, fresh.	4·29	1·49	4·24	1·48	—1
TOTAL	82·74	62·79	82·30	67·85	+506

33. Alterations in rates and fares.—*Passengers fares.*—(I) The following are some of the more important changes that were made during the year :—

(i) *Assam Bengal Railway.*—From 1st December 1936, a single upper class was adopted in place of the first and second class accommodation previously provided and the bases for the new first class fares compare as follows with those for the old first and second classes :—

Previous.	Pies per mile.	*Revised Upper Class.*	Pies per mile
1st class—			
1 to 300 miles	30		
+301 miles and over	16		
2nd class—		All distances	18
1 to 300 miles	15		
+301 miles and over	9		

(ii) *Bombay, Baroda and Central India Railway.*—From 1st April 1936, the bases for first and second class fares were enhanced as follows :—

Previous.	Pies per mile.	*Revised.*	Pies per mile.
1st class—			
1 to 150 miles	24	1 to 300 miles	24
+151 miles and over	18	+301 miles and over	18
2nd class—			
1 to 150 miles	12	1 to 300 miles	12
+151 miles and over	9	+301 miles and over	9

(iii) *East Indian Railway.*—From 1st June 1936, the bases for third class fares were enhanced as follows:—

Previous.	Pies per mile.	*Revised.*	Pies per mile.
1 to 50 miles	3½	1 to 50 miles	3½
+51 to 300 ,,	2¾	+51 to 300 ,,	3
+301 miles and over	1¾	+301 miles and over	2

(iv) *Eastern Bengal Railway.*—From 1st June 1936, the bases for intermediate class fares were altered, as follows:—

Previous.	Pies per mile.	*Revised.*	Pies per mile.
1 to 150 miles	6	1 to 300 miles	5
+151 miles and over	4½	+301 miles and over	4½

(v) *Great Indian Peninsula Railway.*—From 1st April 1936, the bases for first, second and third class fares were altered, as follows:—

Previous.	Pies per mile.	*Revised.*	Pies per mile.
1st class—			
1 to 150 miles	24	1 to 300 miles	24
+151 miles and over	18	+301 miles and over	18
2nd class—			
1 to 150 miles	12	1 to 300 miles	12
+151 miles and over	9	+301 miles and over	9
3rd class—By mail or express in through booking—			
1 to 50 miles	4	1 to 50 miles	5
+51 miles and over	3	+51 miles and over	3

(vi) *Jodhpur Railway.*—From 1st June 1936, the bases for first and second class fares were enhanced as follows:—

Previous.	Pies per mile.	*Revised.*	Pies per mile.
1st class—			
1 to 150 miles	24	1 to 300 miles	24
+151 miles and over	18	+301 miles and over	18
2nd class—			
1 to 150 miles	12	1 to 300 miles	12
+151 miles and over	9	+301 miles and over	9

(II) During the last Christmas and Easter holidays the Great Indian Peninsula, Madras and Southern Mahratta and South Indian Railways, issued 'Travel as you like' and 'Zone' tickets for third class passengers at reduced lumpsum fares, available for unlimited travel over the whole railway, or the Zone, as the case may be, for a period of 15 days from the date of issue as detailed below:—

(a) *Great Indian Peninsula Railway.*—(i) For this purpose the system (excluding narrow gauge sections) was divided into 4 Zones each covering a mileage ranging between 910 and 990 miles. For travel over each Zone the fare was Rs. 7-8 per head for adults and Rs. 4 for children as against about Rs. 15 which is the ordinary fare for the journey for the average entire mileage covered by each Zone.

(ii) *Travel as you like tickets.*—These tickets were available over the whole railway (except narrow gauge sections) at Rs. 27-8 per head for adults and Rs. 15 for children.

(b) *Madras and Southern Mahratta and South Indian Railways.*—(i) *Zone Tickets (Madras and Southern Mahratta Railway).*—The system was divided into three sections, the total mileage of each of these being 1,020, 938 and 972 miles. The fare charged for each Zone was Rs. 10 per head for adults and Rs. 5 for children, the single journey fare for an average of 990 miles being Rs. 18-13 by mail and Rs. 14-1 by ordinary train.

(ii) *Travel as you like tickets.*—These tickets were available over the whole of each of these Railways at Rs. 12-8 per head for adults and Rs. 6-4 for children.

Goods Traffic.—The following are some of the more important changes made :—

Coal.—(i) *East Indian Railway.*—From 1st April 1936, a terminal charge of two annas per ton was notified to be levied at the receiving end in local booking, except in the case of traffic to Howrah in which case a receiving end terminal charge of 0-4-6 per ton was already being levied.

(ii) *Great Indian Peninsula Railway.*—From 1st May 1936, and again from 1st January 1937, rates for traffic booked from Great Indian Peninsula Railway colliery stations situated in the Pench and Chanda Valleys and from *viâ* Parasia (for traffic from Pench Valley Colliery Stations on the Bengal Nagpur Railway), were altered as follows :—

	Pie per maund per mile.
(a) *Prior to 1st May 1936*—	
(i) For traffic up to 200 miles	0·165
(ii) For traffic over 200 miles—	
1 to 300 miles	0·100
+301 to 500 ,,	0·066
+501 miles and over	0·050
(b) *From 1st May 1936*—	
(i) For traffic up to 200 miles	0·165
(ii) For traffic over 200 miles—	
1 to 300 miles	0·110
+301 miles and over	0·050
(c) *From 1st January 1937*—	
(i) For traffic up to 250 miles—	
1 to 200 miles	0·165
+201 to 250 ,,	0·130
(ii) For traffic from 251 to 400 miles—	
1 to 300 miles	0·110
+301 to 400 ,,	0·050
(iii) For traffic over 400 miles—	
1 to 200 miles	0·150
+201 to 400 ,,	0·060
+401 miles and over	0·050

The scale from the Central Provinces Collieries in force from 1st January 1937, is the same as the Bengal coal scale except for distances 251 to 400 miles for which the special Central Provinces coal scale has, however, been continued at the request of the Central Province and Berar Mining Association supported by the Central Provinces Government as a temporary measure until the Railway Rates Advisory Committee have had an opportunity of examining the case which the Central Provinces and Berar Mining

Association undertook to submit in justification of the retention of the present rates.

Manures.—Over the Great Indian Peninsula Railway (from 1st April 1936) and over the Bombay, Baroda and Central India Railway (from 1st May 1936), the previous basis of charge for traffic in wagon loads, which was 1/10th pie per maund per mile was enhanced to 0·14 pie per maund per mile.

Wheat.—A rebate of 25 per cent. of the freight rates over the North Western Railway for wheat exported overseas, west of Aden *viâ* Karachi was continued during the year. From 30th November 1936, a rebate of 25 per cent. of the freight rates was also allowed over the North Western Railway for wheat exported overseas east of Singapore *viâ* Karachi.

Cattle.—With a view to encourage the return of dry cows from Calcutta to the grazing areas,

(*a*) a rate of six annas per 4-wheeled vehicle per mile was introduced with effect from 17th July 1936, from any North Western Railway station to Howrah: the return journey from Howrah to the original booking station at any time within a period of nine months being free.

(*b*) From 1st November 1936, a rate of two annas per 4-wheeled vehicle per mile was introduced from Howrah applicable:—

(i) over the East Indian and North Western Railways—when consigned to any station on the North Western Railway,

(ii) over the East Indian Railway—when consigned to any station on the Great Indian Peninsula and Bombay, Baroda and Central India Railways by certain junctions.

Simplification of Classification.—With a view to providing a more suitable classification for goods traffic with effect from 1st May 1936, the number of classes was increased from 10 to 16. The classification in force from May 1936, and that previously in force compares as follows:—

Prior to May 1936.		*From May 1936.*	
Class.	Pie per maund per mile.	Class.	Pie per maund per mile.
1	·38	1	·38
2	·42	2	·42
3	·58	2-A	·46
4	·62	2-B	·50
5	·77	2-C	·54
6	·83	3	·58
7	·96	4	·62
8	1·04	4-A	·67
9	1·25	4-B	·72
10	1·87	5	·77
		6	·83
		6-A	·89
		7	·96
		8	1·04
		9	1·25
		10	1·87

34. Compensation claims for goods and parcels.—In previous reports the only information given in regard to claims statistics was the amount paid on account of compensation for loss or damage. This year information has been prepared in greater detail and the following statements show for the Class I Railways (except Jodhpur):—

(1) the number of claims in respect to goods or parcels damaged or lost, received and disposed of (Statement A);

(2) the number and value of claims paid in respect of goods or parcels lost or damaged under main causes (Statement B);
(3) the number of court cases in respect of goods or parcels lost, damaged or delayed and their disposal (Statement C).

STATEMENT A.

Item No.	Particulars.	1936-37. A. B.	B. & N.-W.	B. N.	B., B. & C. I.	Burma.	E. B.	E. I.	G. I. P.	M. & S. M.	N. S.	N. W.	R. & K.	S. I.
1	Number of cases involving compensation for goods or parcels lost, damaged, or delayed carried over as unsettled at the close of the preceding year .	68	392	338	575	47	358	817	384	334	91	879	55	113
2	Number of claims received (and re-opened) for compensation on account of goods or parcels lost, damaged, or delayed during the current year . .	690	2,051	2,701	6,898	826	3,123	8,836	6,354	3,027	679	7,776	537	1,673
3	Number of claims referred to in items 1 and 2 settled during the year . . .	647	1,863	2,350	6,838	816	2,876	8,636	6,018	3,106	615	7,851	509	1,656
4	Balance outstanding as unsettled at the close of the year . .	111	580	689	635	57	605	1,017	720	255	155	804	83	130
5	Net amount paid in compensation . Rs.	4,530	5,131	20,132	31,506	4,756	17,597	24,670	53,559	24,098	5,924	66,056	1,606	9,950
6	Percentage sum paid in compensation (item 5) bore to gross earnings.	0·04	0·002	0·02	0·04	0·01	0·05	0·02	0·05	0·03	0·03	0·05	0·03	0·02
7	Average time in days taken in settlement of claims shown under items 1 and 2 . .	53	86	60	23	28	42	53	36	28·5	67	50·4	80	25
8	Number of applications received for refunds on goods and parcels overcharged . .	2,815	3,025	3,787	10,087	1,742	7,845	21,589	4,006	4,551	1,655	10,312	640	7,182
9	Average time taken in settlement of claims shown under item 8. Days	60	102	45	39	24	78	102	75	32	74	25·3	82	21

STATEMENT B.

Item No.	Particulars.		1936-37. A. B.	B. & N.-W.	B. N.	B., B. & C. I.	Burma.	E. B.	E. I.	G. I. P.	M. & S. M.	N. S.	N. W.	R. & K.	S. I.
1	Claims paid on account of goods lost.	No.	49	306	..	1,329	123	220	1,735	720	106	111	158	60	408
		Value Rs.	1,944	4,247	..	6,750	2,098	3,832	40,177	5,262	1,784	1,290	2,599	501	3,059
2	Claims paid on account of goods stolen.	No.	72	23	580	133	50	31	1,189	31	43	11	943	18	15
		Value Rs.	924	1,527	8,496	1,735	1,756	1,105	15,136	758	2,053	250	11,095	1,350	226
3	Claims paid on account of goods damaged by wet.	No.	32	12	445	1,744	16	245	3,615	1,221	462	73	506	17	255
		Value Rs.	773	103	7,883	6,669	821	5,769	21,543	8,384	6,176	1,638	7,326	221	4,559
4	Claims paid on account of goods damaged by fire.	No.	..	..	..	..	..	..	3	5	19	..	6	..	1
		Value Rs.	..	..	..	..	..	..	2,433	3,493	2,373	..	495	..	12
5	Claims paid on account of goods damaged by breakage.	No.	25	6	..	22	13	..	43	65	22	5	1,178	6	15
		Value Rs.	640	69	..	472	275	..	3,102	854	113	152	20,528	184	144
6	Claims paid on account of parcels and luggage lost and stolen.	No.	33	..	..	58	22	254	348	*	39	24	286	12	43
		Value Rs.	366	..	..	564	359	1,959	7,658	*	825	204	3,769	227	531
7	Claims paid on account of other causes.	No.	28	102	320	1,334	144	413	350	9	1,102	31	2	35	92
		Value Rs.	666	1,652	11,745	12,356	2,354	6,797	8,939	92	13,956	677	42	627	1,419

* Included under items 1 and 2.

STATEMENT C.

Item No.	Particulars.	1936-37.												
		A. B.	B. & N.-W.	B. N.	B., B. & C. I.	Burma.	E. B.	E. I.	G. I. P.	M. & S. M.	N. S.	N. W.	R. & K.	S. I.
1	Number of suits filed in court (or pending from the previous year) for the recovery of compensation in respect to goods or parcels lost, damaged or delayed .	9	38	27	65	..	17	147	76	59	2	99	9	11
2	Number of such suits settled out of court .	4	10	5	6	..	7	26	15	8	1	20	..	1
3	Number of suits dismissed . . .	1	16	3	5	..	7	33	12	22	..	45	7	4
4	Number of suits decreed	..	2	1	3	..	1	16	5	4	1	5	1	1
5	Number of suits pending	4	5	18	51	..	2	72	44	25	..	29	1	5

CHAPTER III.

NEW CONSTRUCTION AND ENGINEERING WORKS.

35. Capital Expenditure.—At the end of March, 1937, the total capital at charge on all railways, including those under construction, amounted to Rs. 880·13 crores, of which Rs. 789·03 crores was capital at charge on State-owned Railways inclusive of premia paid in the purchase of Companies' lines. The remainder, Rs. 91·10 crores, represented capital raised by Indian States, Companies and District Boards.

The capital at charge of State-owned Railways is composed as follows :—

	£
Liability and debt incurred in purchase of Railways .	150,106,630
Less liability and debt cancelled by the operation of Annuities and Sinking Funds	−29,284,941
Net amount outstanding	120,821,689*
	Rs. (omitting 000)
Direct expenditure by Government	6,27,78,90
The above sterling figure converted into rupees .	1,61,08,96*
Total .	7,88,87,86
Add Provincial Railways expenditure	14,61
Grand Total .	7,89,02,47

NOTE.—Excluding Rs. 34·69 crores for the Burma Railways the grand total for India alone amounts to Rs. 754·34 crores.

By far the greater portion of this amount, namely, Rs. 7,51,63,20,000 is Government Capital and only 1-20th or Rs. 37,39,27,000 is owned by Companies. These figures include Rs. 33·80 crores on account of capital expenditure to the end of March, 1937, on strategic lines.

The total capital outlay on all railways during 1936-37 was Rs. 1·01 crores, of which Rs. 0·28 crores were spent on State-owned Railways. The following statement shows how this outlay of Rs. 0·28 crores was distributed between open line works, rolling-stock and new line, similar figures being given for the previous four years and for 1913-14.

Year.	Open Lines.			New lines.	Grand Total
	Works including Stores and general charges.	Rolling-stock.	Total.		
	Rs. crores.	Rs. crores.	Rs. crores.	Rs. crores.	Rs. crores.
1913-14	9·30	7·31	16·61	1·86	18·47
1932-33	0·05	—0·55	—0·50	0·57	0·07
1933-34	—0·45	—1·82	—2·27	0·22	—2·05
1934-35	0·76	—0·69	0·07	0·18	0·25
1935-36	2·24	0·05	2·29	0·29	2·58
1936-37 (including Burma Railways).	1·08	—0·80	0·28	..	0·28
1936-37 (excluding Burma Railways).	1·16	—0·66	0·50	..	0·50

* £2,575,000 representing share capital of the Great Indian Peninsula Railway paid off during 1925-26 has been converted at the average rate of exchange for that year and the balance of £118,246,689 at the rate of 1*s.* 6*d.* to the rupee.

The distribution of the capital outlay in 1936-37 over the different state-owned lines is shown in the summary below :—

Railways.	Open Lines.			New lines.	Grand Total.
	Works, etc.	Rolling-stock.	Total.		
	Rs. crores.	Rs. crores.	Rs. crores.	Rs. crores.	Rs. crores.
Bengal Nagpur . . .	0·14	—0·06	0·08	..	0·08
Bombay, Baroda and Central India	0·09	—0·05	0·04	..	0·04
Eastern Bengal . . .	—0·06	—0·06	—0·12	..	—0·12
East Indian	0·39	0·05	0·44	—0·01	0·43
Great Indian Peninsula . .	—0·24	—0·13	—0·37	..	—0·37
Madras and Southern Mahratta .	0·00	0·04	0·04	..	0·04
North Western . . .	0·29	—0·45	—0·16	..	—0·16
South Indian	0·14	0·06	0·20	..	0·20
Other Indian Railways . .	0·41	—0·26	0·35	0·01	0·36
Burma	—0·08	—0·14	—0·22	..	—0·22
Total .	1·08	—0·80	0·28	..	0·28

36. Lines opened during 1936-37.—12·50 miles of railways were opened to public traffic during the year and consisted of :—

Nil miles on the 5′ 6″ gauge.

12·50 miles on the 3′ 3⅜″ gauge.

Details regarding the sections opened are given below :—

Name of line.	Gauge.	Mileage.	Owner.	Working Agency.	Date of opening.
Kunkavav-Bagasra . . .	3′ 3⅜″	12·50	Indian State Line	Gondal Railway	24th October 1936.

37. Lines sanctioned in 1936-37.—During the year under review sanction was accorded to the construction of only one new line 85·83 miles long, on the metre gauge. This is the Sadulpur-Rewari Railway, an enterprise of the Bikaner Government. The line will traverse portions of the Bikaner, Loharu, Patiala and Nabha States and the Gurgaon District of the Punjab, and is intended to develop an area rather thinly populated and at present unirrigated.

38. Lines under active construction on 31st March 1937.—At the end of the financial year 1936-37 the mileage of new lines under active construction was as follows :—

	Miles.
3′ 3⅜″ gauge	62·98
Total .	62·98

The lines under active construction are given in the table below, which also show the construction agencies and the progress reached :—

Name of line.	Gauge.	Mileage actually under construction.	Working Agency.	* Progress of work (Proportion completed on 31st March 1937).
Anandapuram-Sagar . . .	3′ 3⅜″	16·22	Mysore Railway .	..
Prachi Road-Kodinar . . .	3′ 3⅜″	16·10	Gaekwar's Baroda State Railway.	·75
Sasangir-Visavadar . . .	3′ 3⅜″	18·62	Junagad State Railway.	·80
Jankampet-Bodhan . . .	3′ 3⅜″	12·04	Nizam's State Railway.	..
TOTAL .	..	62·98		

* ·30 signifies that 3/10th of the work has been done.
·50 signifies that half the work has been done.
1·00 signifies completion of the work.

39. Surveys.—Expenditure on Surveys proper during the year was kept down to the minimum mainly because the prospect of newly projected lines proving remunerative under present day conditions, appeared remote. Survey work was, therefore, practically limited to a few areas which were devoid of railway communication or where a railway extension appeared to hold out hopes of a reasonable return on outlay.

The most notable among those sanctioned were an engineering reconnaissance and a traffic survey for an extension of the Bankura-Damodar River Railway from Sehara Bazar to Burdwan, with the object of improving the financial position of the existing line, and a final location survey for a metre gauge railway from Khadro, to serve the Sugar industries at Pritamabad. The North Western Railway Administration also undertook the survey and investigation of a line from Jammu to Akhnoor, about 20 miles in length, on behalf of the Kashmere State, who have a scheme for transporting timber and coal by rail from Akhnoor and to make that station an industrial centre for the north western part of the State.

The South Indian Railway Administration similarly undertook a survey on behalf of the Cochin Government in connection with the proposed realignment of the line between Idapalli and Ernakulam. The actual survey work will, however, be carried out early in 1937-38.

On the Eastern Bengal Railway approval was accorded to the investigation of certain alternative proposals in the area at present served by the Krishnagar-Nawadwip Ghat Light Railway in order to arrive at a scheme which would best serve the interests of the pilgrim and general passenger traffic in the area, and obviate if possible the loss at which railway communication in this area is at present maintained.

In addition to the above, a certain amount of work was done in connection with the re-examination of the traffic and financial prospects of projects which had been surveyed in previous years, with a view to bring them up to date and so enable a decision being come to as to whether a *primâ facie* case existed to justify expenditure on further investigation. As a result of such examination, it was decided to abandon several projects, notably the Harpalpur-Silon-Damoh, Harpalpur-Silon-Katni and the Muttra-Aligarh Railway projects.

40. Important lines under construction.—The following is a brief account of the lines which were under construction during the year :—

(i) *Anandapuram-Sagar Railway.*—A description of this line which is being constructed by the Mysore Government to develop a tract of country rich in forest produce and minerals, appeared in the previous year's report. Construction work is in progress. It is expected that the line will be opened to all kinds of traffic about February, 1938.

(ii) *Prachi Road-Kodinar Railway.*—This line was described in the report for 1934-35. Though commenced in January, 1935, progress in construction has been slow due partly to delay in receipt of permanent way materials, but mainly on account of the bad health of the construction staff due to malaria. The line has only been three-fourths completed and it is not expected that it can be opened for traffic before January, 1938.

(iii) *Talala-Visavadar Railway.*—It was pointed out last year that the 18·62 miles section of this railway from Sasangir to Visavadar lies in difficult country. Good progress was, however, maintained in the construction work and well over three-quarters of the work completed during the year. It is anticipated that the line will be opened for traffic in October, 1937.

(iv) *Jankampet-Budaon Railway.*—The construction of this metre gauge line, about 12 miles long, was commenced in August, 1936, by His Exalted Highness the Nizam's Government primarily as a siding to serve a sugar factory at Budaon and to assist in the transport of machinery, etc., to the factory. It is, however, being constructed to a standard suitable for the eventual carriage of passenger traffic, and the work is being pushed on rapidly with a view to having the line ready for opening early in the coming financial year.

41. Important lines opened during 1936-37.—Only one new line was opened for traffic during the year, namely, the Kunkavav-Bagasra Railway about 12½ miles long, which was sanctioned in December, 1935, for construction by the Gondal Durbar. It will serve a fertile and well cultivated tract of land and afford railway communication to a town which has clamoured for it for over a quarter of a century.

42. Important New Works.—(i) *Meghna Bridge—Assam Bengal Railway.*—Mention of this project appears in previous years' reports. Commenced in November, 1935, it has been pushed on steadily since and during the year under review excellent progress was made with the work, all anticipated difficulties in caisson sinking in depths of water up to 65 feet being successfully overcome, and all well sinking completed. The contract for the supply of the steel-work in girders was let in India and as deliveries were very punctual and satisfactory nearly the whole of the steelwork reached the bridge site by the end of the year and good progress was made also with girder assembly. It is hoped that the bridge with its approaches and the new stations at Ashuganj and Bhairab will be opened for all classes of traffic early in December, 1937.

(ii) *Borivli-Virar Electrification—Bombay, Baroda and Central India Railway.*—This scheme was also described in last year's report as one intended to eliminate a change of trains at Borivli for passengers and bazar supplies and to reduce the time in the journey between Bombay and Virar. The work was completed and the Electric train service extended to Virar on the 1st September, 1936, the steam shuttle trains running between Borivli and Virar being suspended from the same date.

43. Open Line Improvements.—(i) *Gorai Bridge—Eastern Bengal Railway.*—The Gorai Bridge on the Poradaha-Goalundo Section of the Eastern Bengal Railway (7 spans of 180′ girders) was built in 1870, and as the girders had become weak and distorted entailing severe restrictions to train services and also in the use of modern locomotives and rolling stock, it was found necessary to consider their renewal. At first, with the prospect of the Goalundo Branch attaining the importance of a through route to Eastern Bengal in conjunction with the proposed Dacca-Aricha line, it was proposed entirely to rebuild the Gorai Bridge to modern standards at a cost of about Rs. 70 lakhs. With the abandonment of the Dacca-Aricha project, however, the bridge ceased to be of major importance and a modified scheme was, therefore, approved in September, 1936, namely, to renew only the girders and to strengthen the original piers, at a cost of Rs. 12·70 lakhs. Though urgent, the work could not be commenced till November owing to an abnormal late rise in the river level. Three spans were, however, renewed during the year, leaving four to be dealt with in 1937-38.

Sone Flood Opening-Bridge (55-12′ arches) at mile 357½ on the main line.

(ii) *Hardwar Station—East Indian Railway.*—As the facilities available at this important place of pilgrimage were inadequate and had to be augmented by expensive temporary arrangements on the occasion of large melas, certain improvements were taken in hand during the year, after consultation with the Hardwar Improvement Advisory Committee and the President of the Servants of India Society. The works undertaken aimed at the immediate provision of better accommodation for the pilgrims and of easier access to trains, but are merely forerunners to a larger improvement scheme to be carried out in 1937-38, which when completed will convert Hardwar into a first class station with an up to date station building, platforms 1,000′ long and 40′ wide, and a full complement of shelters, exits, waiting and refreshment rooms, vendors' stalls, and complete lighting and sanitary arrangements.

(iii) *Howrah Station—East Indian Railway.*—From time to time complaints were being received from the travelling public regarding the very inconvenient arrangements at the Howrah Station for the booking and entraining of passengers. Much of this inconvenience was due to the congestion caused by the faulty location of the booking offices which necessitated cross movements in the circulating areas both outside and inside the station building. Remedial measures, though considered, could not be put in hand pending a decision on the layout of the approaches to the station from the New Howrah Bridge and of the necessary parking arrangements for vehicles. With the fixing of the site for the new bridge, however, the main difficulty ceased to be operative and arrangements were put in hand to remove the drawbacks complained of. The main features of the scheme are a transfer of the waiting halls, vendors' stalls, booking offices and latrines for third class passengers to the north wing of the station building which is the direction from which most of these passengers hail, and the extension of the North Concourse to allow freer movement in what will be the main third class area. The rest of the alterations are incidental to the main changes mentioned. It is anticipated that these re-arrangements will, in addition to removing the inconveniences complained of, also effect an appreciable saving in working expenses.

(iv) *Pollachi Junction Remodelling—South Indian Railway.*—This junction station, which was purchased from its original owners the Coimbatore District Board, has been steadily gaining in importance with the opening, first of the Dindigul-Pollachi Railway and later of the branch to Palghat, and is now not only a busy three-way junction, but also the goods classification yard for the three sections of railway meeting at that point. The facilities available at the station were quite inadequate to cope with the traffic it was called upon to handle, and a remodelling scheme was, therefore, drawn up providing for the minimum arrangements immediately required but with room for some expansion later. The new arrangements will include a passenger platform of medium height, waiting and booking facilities for third class passengers, with a foot-overbridge connecting them with the platform, goods running lines with a shunting neck and ample siding accommodation, as also adequate signalling arrangements to ensure safety in train working. The entire work is estimated to cost Rs. 4·63 lakhs.

(v) *Permanent-way renewals and major traffic facilities.*—The programme for relaying the track of the Assam Bengal Railway during the year under review was increased by an additional 32 miles, making a total of 82 miles for the year, and sanction was also accorded to the relaying of the 22·75 miles section from Jamrao to Jhudo on the Jodhpur Hyderabad Railway.

Sanction was accorded also to an expenditure of Rs. 2·68 lakhs on alterations to loops at certain stations on the Gomoh-Gaya section of the East Indian Railway to bring them up to 2,000 ft. in length and on extensions of the lines in the Gomoh yards, so as to enable goods train loads of 70-72 wagons being worked on that section. This measure will, it is anticipated, result in a saving in shunting expenditure, as 70 wagon loads are already being worked beyond Gaya, and will also enable the X. E. class engines used over the section to be utilised to their full capacity.

The East Coast section of the Bengal Nagpur Railway between Bhadrak and Barang, a length of nearly 80 miles, was reconditioned during the year at a cost of Rs. 3·05 lakhs. The work, which consisted mainly of re-straightening bent rails, inserting additional sleepers and providing anti-creep anchors and additional ballast, will, it is anticipated, postpone for several years wholesale renewals which would cost roughly about Rs. 25 lakhs.

(vi) *Remodelling the East Indian Railway Workshops at Jamalpur and the Great Indian Peninsula Railway Carriage and Wagon Shops at Jhansi.*—These works have been described in earlier reports. During the year under review good progress was maintained on the various items that go to form the remodelling, and by the end of the year about 80 per cent. of the Jamalpur Scheme and very nearly the whole of the Jhansi project had been completed.

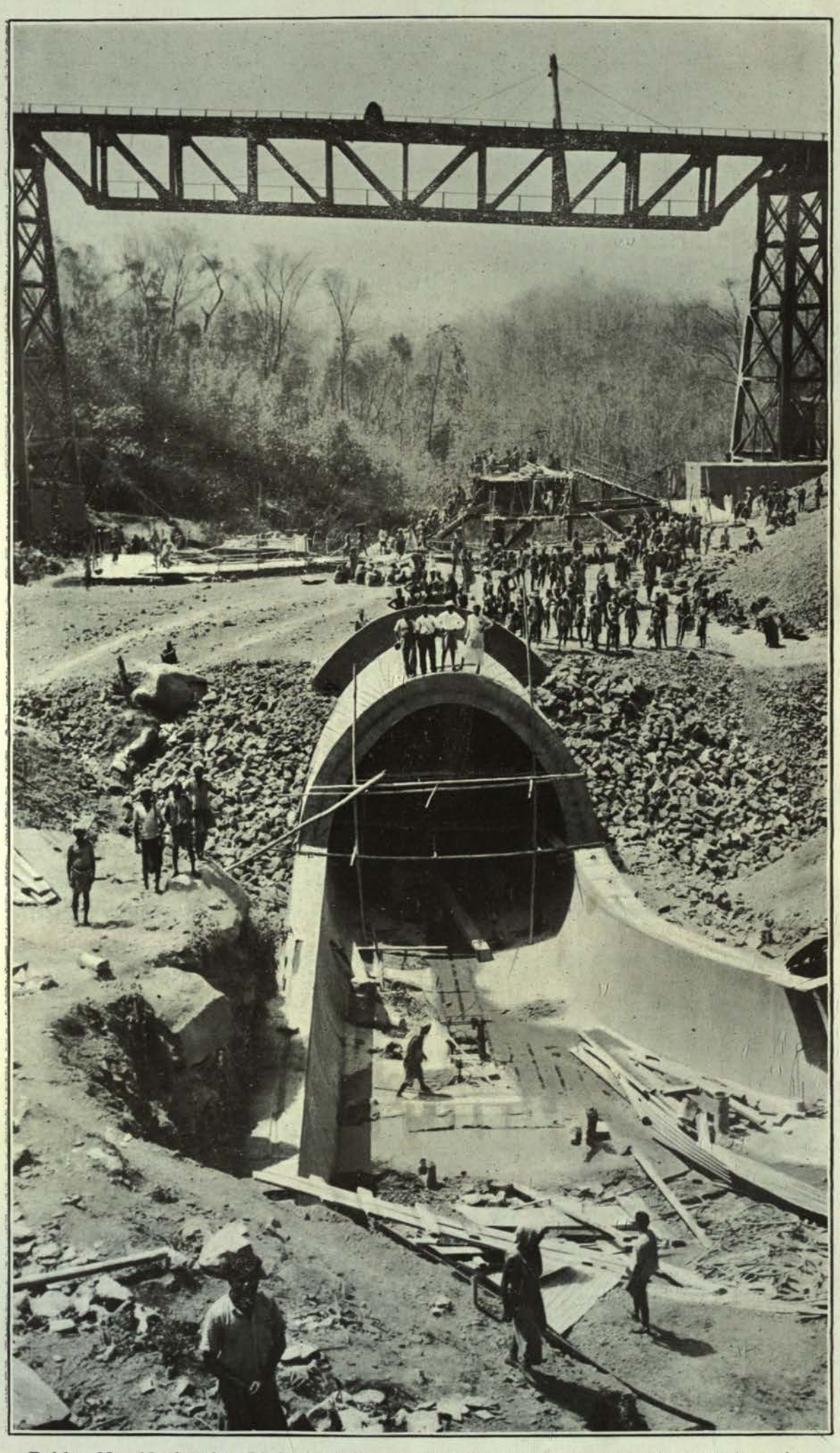
(vii) *Remodelling Savan Station Yard—Bengal and North-Western Railway.*—Savan station is the chief centre for distributing cane wagons in the West Gundak area and is called upon to marshall and distribute over a 100 empty and the same number of loaded wagons a day. As the existing accommodation was insufficient to enable this work to be done efficiently and as serious detentions were also being experienced, for want of crossing facilities, a remodelling scheme was put in hand at a cost of Rs. 1·62 lakhs. The main features of the scheme are extra extended sidings and shunting necks, an extension of the existing platform and the provision of an island platform with an overbridge connecting the two to the passenger shed, two new third Class passenger waiting sheds, an improved engine shed and yard, and carriage washing and other facilities.

(viii) *Remodelling Locomotive Sheds at Dhond and Jhansi—Great Indian Peninsula Railway.*—From the experience gained of the improved utilisation of locomotives which was rendered possible by the remodelling of the Bhusaval Running Shed, it was decided to extend the policy also to the Sholapur Division of the Great Indian Peninsula Railway and to remodel the Dhond Locomotive Shed so as to permit of the concentration of the locomotives allotted to the Division at that shed, and to provide adequate repair facilities and equipments with necessary staff quarters. The total expenditure entailed is Rs. 8·59 lakhs, of which Rs. 3·65 lakhs is for quarters. The work, when completed, will it is anticipated, permit the closing of the existing sheds at Sholapur and Shahabad, and by reducing working costs, effect a net saving of Rs. 1·43 lakhs per annum equivalent to a return of 13·68 per cent. on outlay.

The remodelling of the Locomotive Shed at Jhansi at a cost of Rs. 6·77 lakhs was similarly put in hand during the year. The concentration of locomotives at Jhansi will enable the closing of the sheds at Mahoba and Damoh, and the increase of staff wages at Jhansi will be off-set by reductions at the remaining sheds. The net reduction in working costs in the Jhansi scheme is also estimated to be substantial.

(ix) *Coimbatore Station—South Indian Railway.*—The difficulties experienced at this station and the remedial measures proposed were described in last year's report. These were put in hand and during the year further proposals comprising stage II of the remodelling were formulated and accepted in principle. These will comprise mainly facilities to enable also metre gauge trains to run from Podanur to Coimbatore, the extension of the goods yard and the provision of a metre gauge passenger and goods yard at the latter station. The preparation of detailed plans and estimates for these works is in hand.

(x) *Strengthening of Bridges and Tunnels*—(a) *North Western Railway.*—Sanction was accorded to work being taken in hand on the renewal of 78 bridges on the Rajpura-Bhatinda Section of the North Western Railway as the metal was overstressed and the bridges declared to be dangerous; otherwise it would have been necessary to impose a speed restriction of 10 miles an hour over each of these bridges, with consequent disorganisation of the train service over the section. The work is estimated to cost Rs. 3·61 lakhs and will be spread over 3 years.



Bridge No. 19 showing 20 feet reinforced concrete culvert being built to replace the Mailongdisa trestle viaduet.

(b) *East Indian Railway.*—The Buckland Road Overbridge in the Howrah Station Yard which carries a roadway as well as tram lines, was found to be in urgent need of repairs, as the steelwork had corroded in parts and the trough plates in many places needed immediate renewal. Repair work was put in hand at a cost of about Rs. 1·60 lakhs, and consists of a complete renewal of badly corroded parts, other repairs by the welding process where possible and the provision of a cement concrete surface over the entire roadway area of the trough plates, with additional side cover plates and larger drainage pipes to protect the steelwork from excessive corrosion caused by droppings from the road.

(c) *South Indian Railway.*—As the result of a cyclone on 15th November 1935 the Shanmuga River came down in heavy flood and underscouring the foundations of the South Indian Railway $6' \times 60'$ bridge near Palni, caused some of the piers to tilt. The piers were underpinned and protected by concrete aprons and drop walls at a cost of Rs. 1·13 lakhs.

On the broad gauge section of the same railway the weak girders of the Tirur and Varakambad bridges had for some time prevented the working of heavy engines between Shoranur and Calicut. The regirdering of the Varakambad bridge was taken in hand in 1935 and as its completion would have given little relief without the regirdering also of the Tirur bridge, the Administration was authorised to take the latter in hand during the year and so take advantage of the trained staff and plant utilised on the former. The cost of the work, with necessary regrading of the station yard at Tirur, is Rs. 1·06 lakhs.

(d) *Assam Bengal Railway.*—Bridge No. 19 at mile 286 on the Assam Bengal Railway consisting of $2' \times 60'$, $2' \times 40'$ and $1' \times 147'\ 6''$ girders, had proved a source of anxiety to the Administration for several years. Built in 1898, the south end and centre were destroyed by floods in July 1915. It was rebuilt and reopened in 1920, but in 1928 and later, movements were noticed which investigation proved to be due to the slipping of the entire hillside on which it was built. As the destruction of the bridge would have caused complete interruption of traffic for anything from six to ten months and as owing to the depth of the ravine which it spanned transhipment would have been practically impossible, it was decided to replace it by a 20-foot diameter reinforced concrete barrel and an earthfill on a new alignment at a cost of Rs. 2·16 lakhs. The concrete barrel was completed during the year and good progress was made with the earthfill.

(e) *Bengal and North-Western Railway.*—The stone protection works at the Elgin Bridge over the Gogra River near Chowkaghat were severely tried by the flood, induced by heavy and continuous rainfall in the United Provinces in the monsoons of 1936, and resulted in deep scouring and in subsidences of the pitching, which in parts amounted to as much as 22 feet. It was necessary, therefore, to superimpose additional pitching wherever required in order to present a uniform surface to the flow of the river, to widen the aprons and to streamline the left guidebank through the bridge before the monsoons of 1937. The work was carried out at a cost of Rs. 4·72 lakhs.

44. Hardinge Bridge—Eastern Bengal Railway.—During the year under review the flood in the Ganges reached the exceptional high flood level of 247·4 ft. which is also the highest recorded since the Hardinge Bridge was opened for traffic in 1915. The piers and protection works withstood the attacks of the river remarkably well, except that on 10th September a length of about 300 ft. of the front slope of the Right Guide Bank slipped into the river. Emergency repairs were, however, completed within a week and proved effective during the remainder of the flood season.

In pursuance generally of the recommendations of the Hardinge Bridge Committee referred to in earlier reports, the Sara Protection Bank was abandoned and work put in hand on extending up-stream the Raita and Damukdia Protection Banks on suitably realigned curves, and on reinforcing the Right Guide Bank for scour down to R. L. 60. Roughly about 40 to 65 per cent. of the work referred to above was completed during the year.

CHAPTER IV.

TRANSPORTATION AND WORKING.

45. Statistics.—The best index to the volume of business handled by railways is " passenger miles " for passenger traffic and " net ton miles " for goods traffic. These terms mean the total number of passengers and tons carried multiplied by the number of miles over which they are moved. The following table shows that the volume of traffic carried by class I Railways increased during the year as compared with the previous two years. The figures of net ton miles given do not include the tonnage hauled by purely departmental trains; these were only about 2 per cent. of the total.

(Figures in thousands.)

Particulars.	Class I Railways.			
	1934-35.	1935-36.	1936-37.	Percentage of increase (+) or decrease (—) compared with 1935-36.
Passenger miles	16,987,135	17,353,294	17,436,677	+0·48
Net ton miles	19,547,067	19,773,126	20,701,293	+4·69

Service performed.—The following table shows the number of train miles run to carry this traffic. Passenger train miles show an increase of 0·07, 5·65 and 7·19 per cent. on the broad, metre and narrow gauge, respectively. The goods train miles show an increase of 5·46 per cent. on the broad gauge, 4·28 per cent. on the metre gauge and 3·01 per cent. on the narrow gauge. Full details of train and engine miles of class I Railways are given in Statement Nos. 17 and 32 of Volume II and those of classes II and III Railways in Statement No. 37 :—

(Figures in thousands.)

Particulars.	Class I Railways.											
	Broad Gauge.				Metre Gauge.				Narrow Gauge.			
	1934-35.	1935-36.	1936-37.	Percentage of variations with 1935-36.	1934-35.	1935-36.	1936-37.	Percentage of variations with 1935-36.	1934-35.	1935-36.	1936-37	Percentage of variations with 1935-36.
Passengers (including proportion of mixed) train miles.*	67,429	68,873	68,919	+0·07	31,234	32,787	34,640	+5·65	2,273	2,267	2,430	+7·19
Goods (including proportion of mixed) train miles.†	40,172	41,492	43,757	+5·46	19,887	19,580	20,419	+4·28	1,565	1,627	1,676	+3·01

* Includes mileage of electric locomotive and electric multiple units.
† Includes mileage of electric locomotive trains.

In addition to the train services mentioned above, considerable other engine mileage was necessary which were of an unproductive nature, *viz.*, for shunting, light and assisting not required engine mileage. During the year, this mileage was equivalent to about 19 per cent. of the total engine miles (including departmental). The departmental train and engine mileage —which is also not directly productive—amounted to 9·3 million miles, or about 4 per cent. of the total as compared with 5 per cent. in the previous year. As shunting miles form the greater proportion of unproductive mileage, the following table has been prepared to show the ratio per 100 train miles on the passenger and goods services of class I Railways :—

Particulars.	Broad Gauge.				Metre Gauge.			
	1934-35.	1935-36.	1936-37.	Percentage of variations with 1935-36.	1934-35.	1935-36.	1936-37.	Percentage of variations with 1935-36.
Shunting miles per 100 train miles (Passenger and proportion of mixed).	5·03	4·94	5·15	+4·25	5·07	4·57	4·54	—0·66
Shunting miles per 100 train miles (Goods and proportion of mixed).	35·4	35·1	34·2	—2·56	32·6	32·3	32·4	+0·31

Engines.—The work done by engines is expressed by the figure " engine miles per engine per day ". This may either be calculated on the number of engines on the line or on the number of engines actually in use; on the former basis there was increase of engine miles per engine day compared with the previous year from 69 to 71 on the broad gauge and 66 to 71 on the metre gauge and on the latter basis there was an increase from 110 to 111 on the broad gauge and 103 to 105 on the metre gauge. The percentage of engines under or awaiting repairs in mechanical and transportation workshops increased compared with the previous year from 17·7 to 18·0 on the broad gauge, while there was a decrease on the metre gauge, *viz.*, from 13·4 to 12·6.

46. Speed of goods trains.—The average through speed of goods trains means the total time taken by a train from the start to the finish of its run inclusive of stops *en route*. In 1936-37 the average speed on class I Railways was practically the same as in the previous year : the figures being 11·5 on the broad gauge and 11·1 on the metre gauge as compared with 11·5 and 11·2 respectively in the previous year. In statement No. 20 of Volume II details are given for each railway.

47. Loads of goods trains.—The average net or freight load of broad gauge (steam) goods trains on class I Railways decreased from 393 tons in 1935-36 to 389 tons in 1936-37; on the other hand, the figure for metre gauge lines increased from 171 to 175. Statement No. 23 of Volume II gives the figures for each railway.

The main index figure of goods train working, *i.e.*, " net ton miles per engine hour " showed an improvement : being 1,955 for the broad gauge and 904 for the metre gauge as compared with 1,931 and 887 for the broad and metre gauge, respectively, in 1935-36.

48. Wagon usage.—The extent to which available wagon stock is utilised may be expressed either in the average number of miles run per wagon per day, both loaded and empty wagons being taken into account, or in the average number of net ton miles carried by a wagon per day. Both these statistical figures, however, indicate the work done by the total number of wagons on railways including those standing empty and stabled during the period they are in excess of traffic requirements and not only by the

wagons actually in use. The following table shows these results as compared with the previous year:—

Particulars.	Class I Railways.			
	Broad gauge.		Metre gauge.	
	1935-36.	1936-37.	1935-36.	1936-37.
Wagon miles per wagon day	35·1	37·0	28·1	28·9
Net ton miles per wagon day	309	324	142	150

Stock out of commission.—(i) *Goods Wagons.*—The average percentage of unserviceable wagons in mechanical and transportation workshops and sick lines to the total number of goods wagons decreased from 9·56 in 1935-36 to 9·53 in 1936-37 on the broad gauge while on the metre gauge the percentage increased from 2·88 to 3·22.

(ii) *Passenger Vehicles.*—Similarly the average number of passenger vehicles under or awaiting repairs shows a decrease from 11·83 in 1935-36 to 11·55 in 1936-37 on the broad gauge and from 8·04 to 7·82 on the metre gauge.

Turning to individual railways, some of the principal features of the year's transportation working are as follows:—

Assam Bengal Railway.—The shunting miles per 100 passenger and goods train miles fell from 7·43 and 29·8 in 1935-36 to 6·86 and 28·2 in 1936-37, respectively.

Bombay, Baroda and Central India Railway.—The net ton miles per engine hour and net ton miles per wagon day on the broad and metre gauge advanced from 2,260, 1,186 and 295, 190 in 1935-36 to 2,302, 1,254 and 318, 207 in 1936-37, respectively. The net ton miles per (goods) locomotive day on line and in use on the metre gauge advanced from 7,308 and 14,124 in 1935-36 to 8,120 and 15,320 in 1936-37, respectively.

Eastern Bengal Railway (broad gauge).—The net ton miles per goods locomotive day on line and wagon miles per wagon day advanced from 8,841 and 22·9 in 1935-36 to 9,909 and 25·4 in 1936-37, respectively. The shunting miles per 100 goods train miles fell from 58·1 in 1935-36 to 52·0 in 1936-37.

East Indian Railway.—The wagon miles per wagon day and net ton miles per wagon day advanced from 34·6 and 328 in 1935-36 to 36·0 and 343 in 1936-37, respectively.

Great Indian Peninsula Railway (broad gauge).—The net ton miles per goods locomotive day on line, net ton miles per wagon day and wagon miles per wagon day advanced from 13,576, 362 and 41·8 in 1935-36 to 14,834, 390 and 47·4 in 1936-37, respectively. The shunting miles per 100 goods train miles fell from 32·5 in 1935-36 to 30·6 in 1936-37.

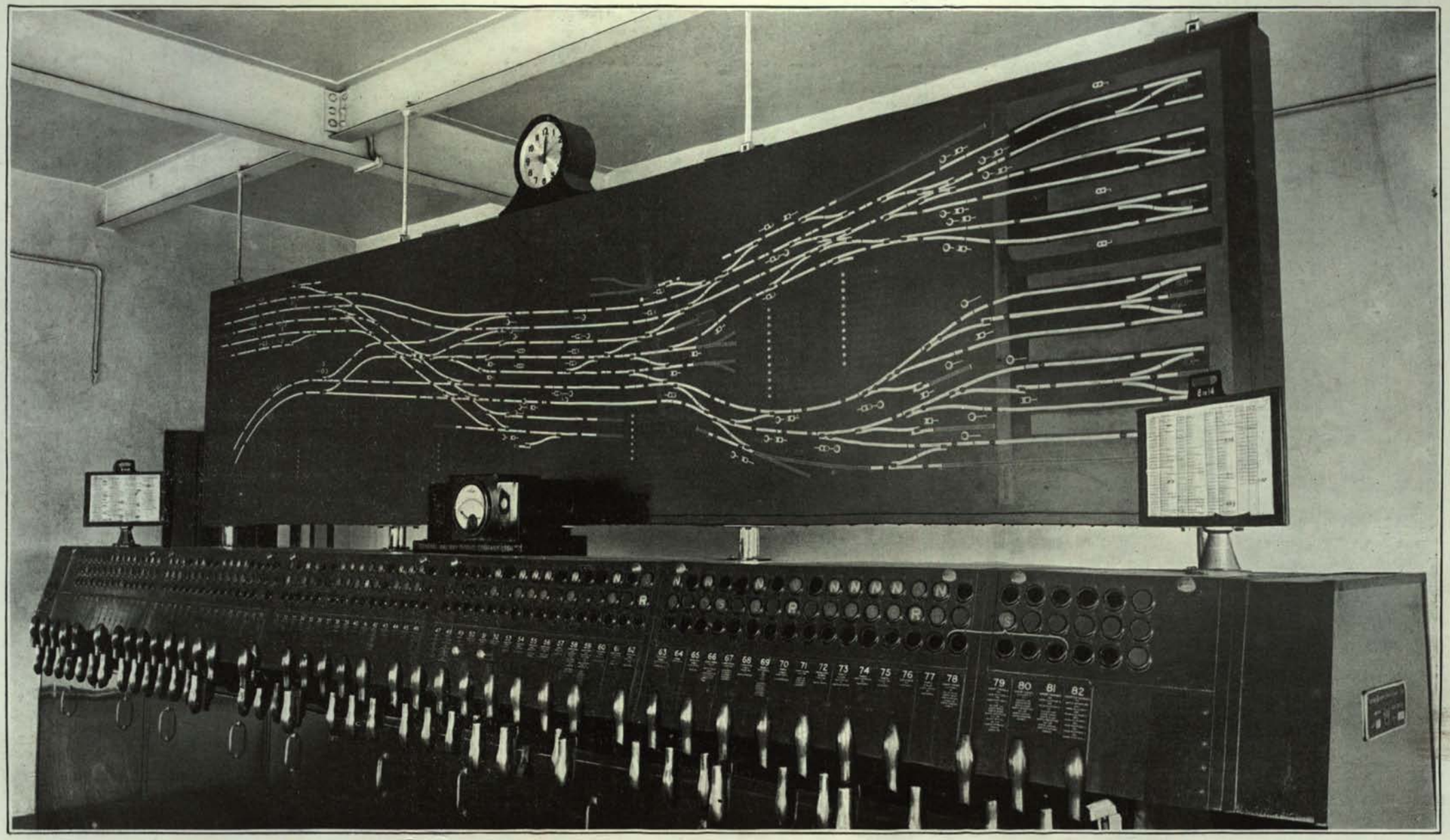
Madras and Southern Mahratta Railway.—The net ton miles per goods locomotive day on the broad gauge and wagon miles per wagon day on the metre gauge advanced from 14,047 and 27·9 in 1935-36 to 15,047 and 30·3 in 1936-37, respectively.

His Exalted Highness the Nizam's State Railway (broad gauge).—The net ton miles per engine hour increased from 1,835 to 1,887.

Jodhpur Railway.—The net ton miles per engine hour and wagon miles per wagon day advanced from 692 and 36·3 in 1935-36 to 804 and 40·3 in 1936-37, respectively.

North Western Railway.—The net ton miles per engine hour and net ton miles per goods locomotive day in use advanced from 1,655 and 18,604 in 1935-36 to 1,809 and 20,071 in 1936-37, respectively.

South Indian Railway (broad gauge).—The net ton miles per engine hour and net ton miles per wagon day increased from 1,086 and 249 in 1935-36 to 1,265 and 280 in 1936-37, respectively. The net ton miles per



Interior of new station Cabin at Howrah showing the All-Electric Power Frame and Illuminated Diagram.

goods locomotive day on line and in use also advanced from 8,636 and 16,136 to 9,771 and 18,677, respectively.

The figures of cost of repairs and maintenance of rolling stock show substantial reductions on almost all class I Railways. The following table shows the railways which have effected the largest reductions:—

Railways.	Cost of repairs and maintenance to an engine per equated engine mile.		Cost of repairs and maintenance to a four-wheeler passenger carriage per carriage on line.		Cost of repairs and maintenance to a four-wheeler goods wagon per wagon on line.	
	1935-36.	1936-37.	1935-36.	1936-37.	1935-36.	1936-37.
	As.	As.	Rs.	Rs.	Rs.	Rs.
Bengal Nagpur	2·75	2·22	918·5	774·5	178·7	149·7
Bombay, Baroda and Central India—						
Broad gauge	3·65	3·35	965·5	919·3	..	..
Eastern Bengal—						
Broad gauge	2·85	2·61	746·9	693·6	..	..
Metre gauge	2·95	2·44	..	..	..	..
East Indian	..	..	672·2	600·3	..	..
Great Indian Peninsula	2·90	2·66	905·6	820·3	..	..
Madras and Southern Mahratta—						
Broad gauge	3·55	3·23	641·0	558·8	..	..
Metre gauge	3·41	3·09	342·2	318·9	..	.
His Exalted Highness the Nizam's State—						
Broad gauge	3·11	2·36	791·3	599·8	122·3	78·7
Metre gauge	4·82	3·32	560·1	441·3	..	..
Burma	2·60	2·37	..	..	77·5	48·5
South Indian—						
Metre gauge	3·46	2·86	..	..	..	..

49. Punctuality of passenger trains.—The following table shows the percentage of passenger trains not losing time to the total number of trains run on class I Railways during 1936-37, as compared with 1935-36:—

—	All trains (including electric multiple unit trains).	Mail and important through trains.	Mixed trains.	Suburban trains.	Other passenger trains.
Broad Gauge.					
1935-36	87·3	81·9	83·5	88·5 95·1*	85·3
1936-37	84·7	81·4	81·8	83·5 94·9*	81·6
Metre Gauge.					
1935-36	88·5	88·8	87·1	97·4 90·2†	87·8
1936-37	87·3	83·6	86·0	95·3 92·2†	88·6

* Bombay, Baroda and Central India and Great Indian Peninsula Railways' electric multiple unit trains.
† South Indian Railway's electric multiple unit trains.

The general falling off in the percentage of trains not losing time was due mainly to temporary engineering speed restrictions, breaches of the line and a heavy rush of goods traffic in January and February 1937 on practically all railways. Two other factors which seriously affected the average figures

were the cyclone on the Madras and Southern Mahratta Railway in October which destroyed all communications on the East Coast section and upset regular working for some time, and the dislocation of train services on the Bengal Nagpur Railway during a strike: the latter factor re-acting on trains on connected railways. An acceleration in the average time-table speed of trains that had been made previously reduced the margin for the recovery of time lost.

50. System of ticket checking and passengers travelling without tickets.—In previous reports it was stated that Railways had found that a system of " Ticket Collectors " and " Checkers " at stations and " Travelling Ticket Examiners " with trains, was the most satisfactory method of preventing illicit travel. The following paragraphs detail briefly the further action taken on individual railways.

Bengal Nagpur Railway.—Six additional Travelling Ticket Checkers were appointed on the East Coast section and Satpura District and six additional Ticket Collectors at certain large stations.

Special checks were carried out by the staff under District Officers.

Bengal and North-Western Railway.—Seventeen ticket checking raids were carried out in the United Provinces and 48 in Bihar in conjunction with the police.

Bombay, Baroda and Central India Railway.—The anti-mendicant gang introduced on the metre gauge section in 1934 continued to function. There was a slight fall in the number of mendicants detected travelling without tickets. Two similar gangs were employed on the broad gauge system on the Bulsar and Ratlam Districts.

Eastern Bengal Railway.—In the suburban area, the system of " Alternate Crew Checks " which provided for a regular check of only important trains with batches of 6 men and of the less important ones with batches of two men was replaced by a regular check of all suburban trains by batches of 1 Crew-in-Charge and 2 crew-men. This arrangement was tried experimentally for three months on the southern section only, and subsequently extended to other sections of the suburban area.

Certain special measures adopted during the previous year in an attempt to prevent ticketless travel and eradicate fraud were continued. In addition it was arranged to have surprise checks on the working of the crew staff by the Accounts staff working under the supervision of an Accounts Officer and to get daily telegraphic reports from the Inspectors on the work done by each man.

East Indian Railway.—(i) The number of concentrated surprise checks lasting for 24 hours at principal stations was increased.

(ii) The number of stations at which platform tickets were sold was increased.

(iii) Checks on trains intended for workmen were intensified.

(iv) A super-check was made by the Accounts staff, under the supervision of the Deputy Chief Accounts Officer, on 8 selected trains.

Great Indian Peninsula Railway.—In addition to the ordinary Travelling Ticket Inspectors, a permanent flying squad was employed on the Bombay Division.

The crew system of one man in charge of each carriage on every train was continued on the Bhusaval—Harda and Bhusaval—Badnera sections. The appointment by the local Government of Railway Magistrates at Jubbulpore, Jhansi and Agra helped to expedite and facilitate the disposal of cases.

Madras and Southern Mahratta Railway.—A slight change in the system previously in force ensured a more intensive check in the Madras area. The arrangement now provides for :—

(i) Ticket Collectors being posted also at certain small stations where the work of examination and collection of tickets is too heavy for the Station Master to deal with effectively.

(ii) Ticket examining staff being posted at junctions and other strategic points to check tickets in passing trains.

(iii) Travelling Ticket Examiners under the control of the District Officers checking tickets on trains. These men also assist the station staff in dealing with traffic on the occasion of festivals, etc.

(iv) Headquarters Travelling Ticket Examining squads, working under the orders of the Chief Commercial Manager, carrying out special checks in certain defined areas.

(v) A special squad of 25 Travelling Ticket Examiners, also under the control of the Chief Commercial Manager, operating only in the Madras suburban area.

His Exalted Highness the Nizam's State Railway.—An additional Travelling Ticket Inspector was posted to the suburban area to check the use of cheap day return tickets.

The movement of Inspectors was kept as confidential as possible by a system under which they were indicated by numbers, the numbers applicable to a section being changed every month. Travelling Ticket Inspectors were permitted on occasions to work in plain clothes and were supplied with identification badges for production if challenged. During the first quarter of the year, two Inspectors made surprise checks on all sections and occasionally accompanied travelling Magistrates who were able to deal expeditiously with the cases of ticketless passengers, etc., referred to them.

North Western Railway.—From June 1936, a special squad of 8 special Ticket Examiners and 1 Head special Ticket Examiner under the Chief Commercial Manager was organised to make surprise checks, particularly of trains examined by Divisional Ticket Examiners, thus acting as a counter-check on the working of the ordinary ticket checking staff.

An experiment was started and was still under trial at the end of the year of making a cent. per cent. check of passenger trains on the Rawalpindi Division, with a view to ascertaining the extent of illicit travelling.

Temporary posts of Lady Ticket Examiners on day trains on the Lahore and Rawalpindi Divisions were made permanent, and similar temporary posts have been created on other Divisions.

The following statement shows the total number of passengers detected travelling without proper tickets on Class I Railways during the year 1936-37 and the amount due from them :—

Railways.	No. of passengers.	Amount due.
		Rs.
Assam Bengal	57,872	61,048
Bengal Nagpur	235,504	3,16,239*
Bengal and North-Western	299,244	2,01,102
Bombay, Baroda and Central India	718,834	4,56,799
Eastern Bengal	235,558	1,71,623
East Indian	279,000	4,17,000
Great Indian Peninsula	278,362	2,57,513
Jodhpur	21,989	26,413
Madras and Southern Mahratta	171,687	1,29,686
His Exalted Highness the Nizam's State	13,938	14,321
North Western	364,943	4,50,570
Rohilkund and Kumaon	41,289	38,504
South Indian	124,831	1,09,921*
Total	2,843,051	26,50,739

* These figures are of amounts actually recovered.

51. Road Motor Competition.—The adoption of suitable measures to meet road competition continued to engage the close attention of all Railways. Competition for goods traffic was intensified owing chiefly to gross overloading of motor lorries and to a flagrant evation of the Motor Vehicles Rules. Brief particulars of the position on some of the principal railways and of the steps taken by them during the year are given in the following paragraphs.

Assam Bengal Railway.—Road competition was severe in the Jorhat and Sibsagar areas of Assam. In the Nowgong and Silghat area there was an improvement in the position consequent on a reduction in fares on the Chaparmukh-Silghat Railway and the introduction of the long distance maximum fare tickets. An agreement was reached with the owners of buses operating between Hailakhandi and Silchar, providing for a co-ordination of the timings of trains and buses.

Bengal and North-Western Railway.—In order to meet the conditions created by road motor competition, the period of availability of third class return tickets on the Benares-Allahabad section was extended from 36 to 48 hours and a branch booking office was opened near Benares Cantonment station.

Bombay, Baroda and Central India Railway.—Measures taken to meet road competition included time-table adjustments, cheap return tickets, quotation of special terms for marriage parties, special trains at concession rates, provision of additional halts between regular stations in areas where roads run parallel to the railway. In the case of goods traffic, competition was successfully countered in certain cases by reduction in rates, and in others, by expediting transit.

Eastern Bengal Railway.—On the Khulna-Bagerhat Light Railway, cheap lower class tickets were re-introduced between certain stations and special rates for parcels traffic were quoted.

East Indian Railway.—Competition is now general throughout the system, the focal points being large centres such as Calcutta, Gaya, Patna, Benares, Allahabad, Cawnpore, Lucknow, Agra, Delhi, Saharanpur and Dehra Dun. Both short and long lead traffic are affected, the former for practically all descriptions of merchandise, and the latter mainly for the higher rated commodities such as manufactured goods, spices, fruit, etc. A great deal of the traffic in fruit, etc., from Peshawar and other frontier stations to Calcutta was diverted to the road by services organised in the North-West Frontier Province. To protect and develop rail traffic, action was taken on the following lines according to the circumstances of each case :—

(1) Reduction in rates both parcels and goods and the quotation of a flat rate for all consignments irrespective of their nature, *e.g.*, from Calcutta to certain stations in the coal fields.

(2) Speeding up transport of both " smalls " and wagon loads.

(3) Simplifying and improving booking and delivery arrangements at terminal stations.

(4) Establishment of out-agencies and through rail-*cum*-road services in suitable areas.

(5) Representations to Provincial Governments and local bodies for the removal of discriminatory taxation on rail-borne traffic.

(6) Canvassing.

(7) Educating the staff to be alive to the interests of the railway and its constituents.

(8) Greater publicity for railway services, facilities and charges.

Great Indian Peninsula Railway.—Competition for passenger, parcels and goods traffic continued to be severe and has since extended to traffic for long distances and for bulky goods. Measures were taken more or less similar to those adopted on other railways, to meet this competition.

Madras and Southern Mahratta Railway.—Road competition has been spreading all over the area. Improved transit of goods and rate reductions were some of the measures adopted to counter this competition.

His Exalted Highness the Nizam's State Railway.—There was a marked improvement in road-rail co-ordination by the opening of additional out-agencies, the inauguration of local collection and delivery services for traffic between Warangal, Hyderabad and Secunderabad, and the introduction of combined excursions by railway and bus. Competition with the railway, however, increased, particularly by privately-owned goods lorries operating on parallel or short-circuiting routes.

North Western Railway.—Measures to counter road competition were intensified. Faster through trains were run between important stations and a number of stations provided with only one booking clerk was opened. A system of intensive canvassing for goods and parcel traffic was introduced, and in some towns the collection of parcels at consignor's residence and delivery at the premises of the consignee were arranged for.

Rohilkund and Kumaon Railway.—Tickets were issued at concession rates on certain sections and light passenger trains at accelerated speed were run between Bareilly and Kathgodam and Bareilly-Mailani.

South Indian Railway.—Cheap third class return and single journey tickets were issued with encouraging results, but fare-cutting by bus owners neutralised the result of the action taken. The introduction of fast passenger trains, running of additional trains at more convenient timings, stopping of certain trains at level crossings serving villages, were other methods adopted to meet road competition.

52. Contact with the business community.—Increasing attention has been given to the establishment of closer contact between Railways and the trade, supplementing such contacts as had already been established through Local Advisory Committees and by memberships of Chambers of Commerce and other similar organisations. Informal meetings are held once in each quarter at Calcutta and Bombay between the representatives of various trade interests and the Agents of principal railways having their headquarters in these cities. Divisional Traffic Managers on the Great Indian Peninsula Railway convene quarterly meetings with traders, forwarding and receiving agents at all stations of importance, in order to maintain personal contact with the business community. At these meetings the business community are specially advised of changes in rates and of other facilities of interest to them. Special traffic canvassers have also been appointed on some railways to watch the development of trade and industries and to bring to notice matters of importance or interest in connection with the movement of traffic. These canvassers endeavour to keep in touch with the commercial community as far as is possible.

Meetings are held periodically by the Commercial and Transportation Officers of His Exalted Highness the Nizam's State Railway also with representatives of the trading community.

53. Facilities for dealing with traffic.—Facilities provided for the booking and delivery of parcels may be sub-divided under two main heads, *viz.*:—

(*a*) at stations,

(*b*) at places other than railway stations.

Particulars of steps taken by Railways under (*a*) are briefly as follows :—

Assam Bengal Railway.—The fish ghat at Chandpur was extended and one extra booking clerk posted at Pandu.

Bengal and North-Western Railway.—Extra loading foremen were appointed at stations serving factories to facilitate booking of the factories output.

Bengal Nagpur Railway.—Loading platforms have been improved at certain stations to facilitate the booking of goods and new sidings have been provided at Jakpur, Raipur and Lohardaga.

Eastern Bengal Railway.—Six flag stations were opened for further goods booking.

East Indian Railway.—Twenty more stations were opened for booking of various descriptions of traffic. Fifteen sidings were also provided to serve mills and factories.

Jodhpur Railway.—A siding has been provided at Silari to facilitate booking of goods traffic and Merta Road goods shed has been shifted to a more convenient site.

The additional arrangements made by railways under (*b*) above were as follows:—

Bengal Nagpur Railway.—A town parcel office was opened at Jamshedpur.

Bombay, Baroda and Central India Railway.—Street delivery of parcels was introduced at Surat, Broach, Baroda and Nadiad.

Eastern Bengal Railway.—A door-to-door collection and delivery service of goods, luggage and parcels from and to private residences and merchants' godowns situated within a radius of six miles from Sealdah was inaugurated. Similar arrangements for the delivery of goods by road and river in the Chitpur area and of parcels in the Sealdah area have been in existence for some years. Out-agencies were also opened at Dhekiajuli and Dacca.

East Indian Railway.—A door-to-door collection and delivery service was started in Calcutta for the collection and delivery of goods, at places of business, godowns, factories or residencies. A similar arrangement was introduced in the Asansol and Dhanbad coal-field area.

Out-agencies were also opened at Ranchi Town and Bindki.

Madras and Southern Mahratta Railway.—Arrangements were made for perishable parcels booked to Korukkuppettai station to be delivered to consignees at their place of business.

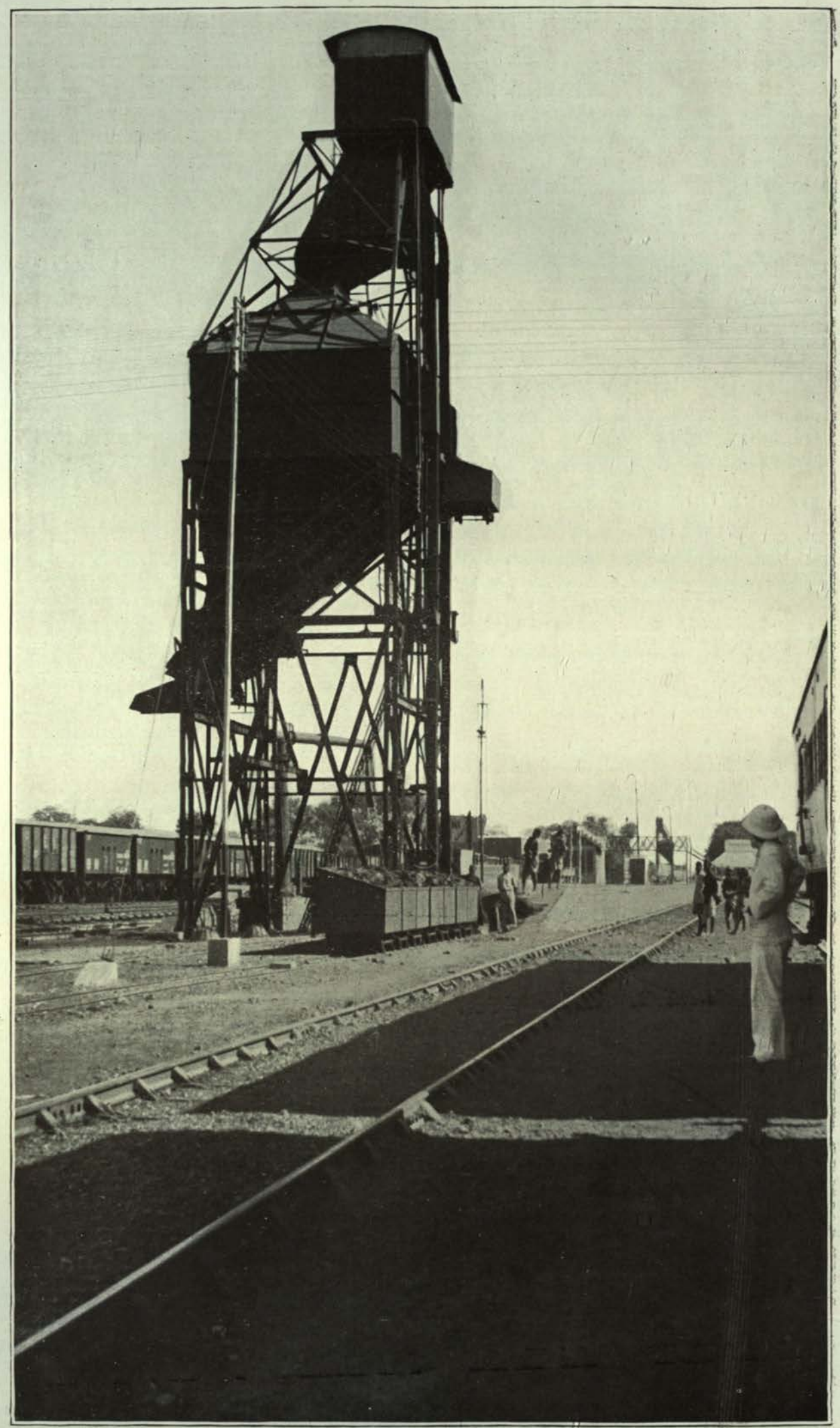
54. Quick transit of " smalls " and reduction of delays at transhipment stations.—Brief particulars of the steps taken by Railways are given in the following paragraphs:—

Assam Bengal Railway.—To expedite movements of " smalls " a road van train, which is either a mixed or a goods train, runs daily each way on each section of the railway. Terminal and transhipment stations make up sealed wagons with miscellaneous consignments for as distant junctions as possible and these wagons are moved by fast trains. To eliminate detention at transhipment and terminal stations the minimum load fixed for such wagons is much below the carrying capacity of the wagon. By a system of regular check of transhipment stations delays in transhipment are controlled.

Bengal and North-Western Railway.—Transhipment stations are comparatively close together and the system of section road vans for despatch to the next packing station makes provision for prompt despatch and speedy transport. Inspectors have instructions to keep a careful watch on this traffic.

Bengal Nagpur Railway.—Consignments of " smalls " booked to local stations are carried by transhipment trains. These trains are looked upon as the next most important to passenger trains in order to ensure the quickest possible transit for " smalls " traffic. The time taken in transit between selected pairs of stations is watched and delays are taken up. Express goods services have also been provided which give daily a seven-day service from Calcutta to Bombay and a five-day service from Calcutta to Madras and *vice versâ*. The express service from Bombay to Calcutta is bi-weekly. Similarly there is a two-day service between Calcutta and Ranchi.

Bombay, Baroda and Central India Railway.—The system relating to the transit of " smalls " was carefully examined and overhauled in order to secure greater efficiency. The new procedure is designed to afford a more economical use of stock to expedite transit, and to reduce the handling *en route* to a minimum. District Traffic Superintendents are now authorised



Coal loading hoist at Katni Station.

Designed to load ten tons of coal in six minutes.

to relax the rules relating to minimum loads per wagon under certain conditions.

Eastern Bengal Railway.—To ensure the expeditious movements of " smalls ", quick transit programmes have been revised and brought up to date. Daily transhipment road vans also run to certain stations, irrespective of the load offering.

East Indian Railway.—The transit time of " smalls " traffic is specially watched over no less than 85 point-to-point movements. A special investigation is now being made with a view to further improvement and for the adoption of a guide for use in the entire system.

Madras and Southern Mahratta Railway.—With the object of accelerating the transit of goods traffic and specially of small consignments a service of regular through wagons between important stations was introduced. Careful statistics are maintained of the use made of these wagons. The provision of through services, where practicable, is arranged to prevent delay to consignments in transit.

His Exalted Highness the Nizam's State Railway.—Daily transhipment goods trains are run on the main lines and " smalls " are cleared daily by these trains either in through road vans or in section road vans.

North Western Railway.—With a view to speed up movement of goods traffic, both in wagon loads and " smalls ", express goods trains were introduced on certain sections. A number of transhipment sheds was also closed down so as to reduce the number of transhipments. The re-packing work which was previously being done at these sheds is now carried out *en route* by van porters on the trains.

Rohilkund and Kumaon Railway.—Road vans were run on regular trains and special care is exercised at transhipment stations to avoid delays.

South Indian Railway.—A system of clearance of " smalls " traffic by specially designated " Road Van Trains " has been introduced on almost all sections.

55. Refunds on unused tickets.—Steps have been taken by Railways to ensure more expeditious disposal of claims for refunds on unused or partially used tickets. In special cases, the pre-audit of refund vouchers is waived, if immediate verification from station records is practicable. Statistics are also compiled on several railways to show the period taken for the disposal of claims for refunds.

56. Equipment of Marshalling Yards and their Working.—Railways maintain statistics to show the average time taken for wagons to pass through their large marshalling yards and where these figures show that the traffic potentialities of the yard are being exceeded the additional facilities considered necessary are provided as funds are available. Quite apart from the advantages of quicker transit through marshalling yards, any delay increases the cost of shunting operations and necessitates a larger number of wagons being in operation than would otherwise be necessary. Yard improvements may often mean entire remodelling, and at other times the provision of humps to enable trains to be broken up and re-marshalled speedily, or improvements in points and crossings and signalling.

The staff employed in marshalling yards all receive special training in their several duties.

The following instances illustrate the action taken by Railways:—

(i) On the Eastern Bengal Railway a special control tower was opened in June 1936 for the purpose of controlling electrically the points and Frolich retarders provided in the remodelled hump yard. The Frolich retarder is a device for slowing down, in accordance with the distance to be traversed, the speed of wagons after passing over the hump, to the line on to which they are to be diverted and it replaces the old " slipper " previously used for the same purpose. The " slipper " was placed on the track under the wheels of the wagon by the shunting porter, at an appropriate distance to give the required

braking effect. The installation of the control tower has naturally made it possible to dispense with a large number of shunting porters and pointsmen and has removed the fallibility attendant on the human factor; it has also speeded up gravity shunting.

(ii) On the North Western Railway humps have been provided at five stations. Khanalampura, an important junction with the East Indian Railway, has been wholly remodelled.

57. Commercial Publicity.—The following paragraphs indicate what has been done by the principal railways in the matter of commercial publicity during the year under review.

Assam Bengal Railway.—Station Masters were instructed to advise traders concerned of all changes in rates and fares, and Traffic Canvassers when inspecting stations are required to satisfy themselves that this is being done.

At Chittagong station, a list of merchants is maintained showing what they trade in so that they can be specially advised of changes in rates affecting them. Traffic Canvassers make out similar lists for other important stations.

Bengal Nagpur Railway.—Publicity has been given to the running of Express Goods services between certain points (*a*) by the exhibition of pictorial posters at important trade centres and at railway stations, (*b*) by the insertion of notices in newspapers and periodicals of commercial importance published in different languages and (*c*) by the exhibition of slides at cinema houses. Similar measures have been undertaken to make known the facilities offered by Vizagapatam Harbour.

East Indian Railway.—Special attention has been given to the question of improving and extending the methods of apprising the public and business community of the various commercial facilities provided. The following are the more important directions in which this publicity has been given:—

(i) Press notices drawing attention to the various tariffs and pamphlets issued and the offices at which such publications are procurable.

(ii) Notifications in the press showing the offices at which information may be obtained in regard to fares, rates and rules applicable to the carriage of traffic. A Special Rates Information Bureau was opened at Cawnpore.

(iii) Advertisements relating to alterations in passenger fares, parcels, livestock, motor car and goods rates.

(iv) Press notifications and publicity by posters, folders, handbills or pamphlets of special concession rates for individual commodities or other items of traffic between specific points or areas, *e.g.*, motor cars, piece-goods, potatoes and sugar.

(v) Advertisements and the issue of folders and handbills relating to Express Goods Services and special arrangements introduced for the quick transit of sugar and piece-goods, and the parcels Express and cold storage services.

(vi) Advertisements, posters, folders and handbills in regard to the Railway's Collection and Delivery Services at certain important stations.

Over a lakh each of folders or pamphlets and handbills and approximately 10,000 posters were issued in connection with the particular items enumerated above.

Great Indian Peninsula Railway.—Publicity is given to the commercial facilities offered by:—

(i) advertisements in newspapers, trade journals, publications, etc.;
(ii) posters;
(iii) notices of changes in rates exhibited on station notice boards;
(iv) handbills, leaflets and folders; and
(v) by beat of drum.

Handbills and leaflets are distributed by specially selected staff who go out into the districts for this purpose. When announcements are made by beat of drum, handbills, etc., are distributed at the same time.

Chambers of Commerce, Trades Associations and large industrial concerns which might be interested in any special facilities offered or any important changes in rates, are specially advised, from time to time, either by letter or by the issue of leaflets.

Madras and Southern Mahratta Railway.—A Neopost Franking Machine which incorporates a publicity slogan with the postage value is used for franking all postal covers despatched by the Commercial Department. The slogan can be changed as required and every cover issued is now franked with a suitable slogan advertising special concessions and other facilities introduced from time to time.

The following figures give an indication of the extent of the publicity undertaken :—

Handbills distributed	611,500
Folders and pamphlets distributed	492,950
Posters exhibited	27,085
Cinema slides exhibited	60
Press notices inserted	695

His Exalted Highness the Nizam's State Railway.—All special rate reductions or other commercial facilities when introduced are widely advertised in newspapers and through handbills and posters.

North Western Railway.—Various methods have been adopted to convey to the business community information regarding the commercial facilities offered. Some of these are indicated below :—

(i) Contracts for advertisement space have been entered into with over 50 newspapers;

(ii) Write-ups are inserted in leading newspapers;

(iii) Exhibition of slides in most of the leading cinemas;

(iv) A cinema car and a cinema lorry give free shows advertising the facilities provided;

(v) Handbills, posters, folders, etc., are issued;

(vi) Personal contact with commercial bodies is made by the Sales organisation;

(vii) Publications are issued giving particulars of all railway commercial matters. These are available for sale at book-stalls and the larger railway stations at a nominal price. A " Directory of Commodities " designed to enable the commercial community to get in touch with others in the same line of business, is published and sold by the Railway's Headquarters' office at a nominal price.

(viii) A comprehensive mailing list of individuals and firms is maintained at the Headquarters Office of the Railway, for the distribution of free literature. Advertisements in the press invite applications from others for any literature they require. This form of publicity became so popular that an issue of 10,000 copies of a pamphlet was exhausted in two months and a reprint had to be arranged.

South Indian Railway.—Traffic Canvassers maintain close touch with the business community to ascertain their needs, and acquaint them with the various facilities and rates offered by the Railway. Concessions in fares and

goods freights are notified by advertisements and the issue of leaflets and posters.

58. Mela traffic.—Special arrangements were made by railways to deal with the large movement of passengers to places of religious importance and for the more important melas by increasing the normal load of ordinary passenger trains and the running of additional trains. The quotation of special fares where conditions warranted such action, the provision of additional booking offices, waiting sheds, sanitary arrangements, medical facilities and improvements in water-supply were among the amenities to which attention was specially given. In the following paragraphs mention is made of some of the more important *melas* for which special arrangements were made.

Bengal and North-Western Railway.—The "Kartick Purnamashi" *mela* held on the 28th November 1936, at Sonepore, Paleza Ghat, Hajipur, Semaria Ghat, Balia and Ajodhya Ghat necessitated the running of 187 special trains.

Bombay, Baroda and Central India Railway.—District Traffic Superintendents arranged for an intensive campaign to popularise fairs and festivals on their districts, and special publicity was given to the following :—

Kailadevi fair at Hindaun city.

Mahabirji fair at Pataunda Mahabir Road.

Khwaja fair, Pushkar fair } at Ajmer.

Indian Industrial fair at Marine Lines, Bombay.

In the case of large fairs of an all-India importance, publicity arrangements were made in collaboration with the Central Publicity Officer.

East Indian Railway.—The more important fairs were :—

Pirankaliar *mela*, Roorki—June 1936.

Pitripukh *mela*, Gaya—October 1936.

Kartiki *mela* at Garmukhtesar—November 1936.

Magh *mela* at Allahabad—January 1937.

United Provinces Industrial and Agricultural Exhibition—Lucknow—1936-37.

The last-named Exhibition was organised by the Government of the United Provinces at Lucknow from the 5th December 1936 to 24th February 1937. At stations in that province supplementary entrance tickets to the Exhibition at a low additional cost were made available to purchasers of third class tickets to Lucknow. Third class return journey concession tickets at week-end return journey rates were issued from all stations available for seven days; and specially reduced third class return journey fares on a basis lower than the week-end concessions but slightly higher than single journey fares were quoted from the more important centres in the United Provinces.

Great Indian Peninsula Railway.—The most important annual *melas* were the Ashadi and Kartiki fairs held during the months of July and November respectively at Pandharpur *viâ* Kurdawadi. Return tickets at concession fares were issued from Poona, Ahmednagar, Nasik Road and Karjat. The following facilities were also arranged :—

(i) Special trains.

(ii) Additional food-stalls.

(iii) Sanitary and medical arrangements which included anti-cholera measures and the inoculation of pilgrims;

(iv) A booking office at Pandharpur at the site of the fair;

(v) Water for drinking purposes railed by travelling water tanks from Bhalavni;

(vi) For the Kartiki fair sweepers were deputed to travel with the special trains.

For the Dehu fair at Shelarwadi cheap return tickets were issued from Bombay and Poona. In addition all passengers booked to and from Shelarwadi from and to stations between Bombay and Poona were allowed to travel by mail and express trains on payment of the ordinary fares.

North Western Railway.—With the exception of Kurukshetra where the " Solar Eclipse " fair is held, there is no pilgrim centre of all-India importance on this railway. Nankana Sahib, however, where the Puranmashi fair is held in November each year attracts large numbers of Sikhs.

Arrangements were made for passengers purchasing tickets at temporary booking offices opened in the vicinity of lorry stands at Amritsar and Lahore to be taken in lorries to the railway station without any additional charge. Similar arrangements were made at Sargodha, in connection with a Horse Show held there in March 1937, holders of return tickets being carried by lorries from Sargodha station to the Show grounds and back.

59. Wagon Position.—On the broad gauge the number of wagons loaded totalled 4,443,712 being an increase of 146,477 or 3·41 per cent. over the previous year. Hitherto the highest average number of wagons loaded daily in any period was 14,342 in the week ending 26th January 1929 but this was exceeded during four periods in January, February and March 1937, the highest loading on record being attained during the period ending 20th March with a daily average of 14,636 wagons.

In December 1936 the demand for wagons exceeded the available supply and the position was aggravated by labour troubles on the Bengal Nagpur Railway, which lasted from 13th December 1936 to 11th February 1937. In order to augment the wagon supply, action was taken :—

(*a*) to suspend the rules regulating the periodical overhaul of wagons, from about the middle of January until the end of March 1937. Wagons falling due for overhaul during this period were permitted to continue in service,

(*b*) to retain for local service wagons which though fit to run would normally have been under repairs.

These measures necessitated on some railways the adoption of special arrangements to keep shops employed whilst the inflow of wagons for periodical overhaul was suspended. The effect of the action taken made itself felt by 20th February 1937 when the demand for wagons began to be met in full. While the foregoing indicates the general position on the broad gauge the following paragraphs in regard to individual railways may be of interest :—

(i) *Assam Bengal Railway.*—As booking of elephants, horses and motor cars was exceptionally heavy during certain periods of the year, stock had to be obtained on loan from the Eastern Bengal Railway. Provision has been made for four new motor vans in the rolling stock programme for 1938-39.

(ii) *Bengal and North-Western Railway.*—Considerable difficulty was experienced in meeting all demands for stock during the period of peak traffic. Eastern Bengal Railway stock, which had been borrowed, afforded a certain measure of relief but temporary restrictions on certain types of traffic had to be imposed. The special sugar-cane stock is being augmented by 400 trucks which will release a number of general service wagons for other traffic. 400 more general service wagons are also being obtained.

(iii) *Bombay, Baroda and Central India Railway.*—On the broad gauge section, there was a heavy demand for goods stock on account of increased traffic during the months of April, June and December 1936 and January 1937 which made the stock position a little difficult.

There was an abnormal increase in December 1936 and it was exceptionally heavy also in January 1937.

Special efforts were made to speed up the turn round of stock and as a result, on the broad gauge, during the busy period a figure of 442 net ton miles per wagon day was obtained which was 17 per cent. better than the

previous record of 376 in May 1925; at this time the wagon miles per wagon day were 47·8 and this was again exceeded in February 1937 when the figure rose to 49·1.

(iv) *Eastern Bengal Railway.*—On the broad gauge, difficulty was experienced in meeting in full the demands for wagons during the period October 1936 to January 1937. The shortage was accentuated during December 1936 and January 1937 when about 600 wagons had to be utilised for running stone trains for the Hardinge Bridge Protection works. A considerable number of broad gauge wagons was also required in connection with the Gorai Bridge reconstruction, Rajbari yard remodelling and various other engineering works.

On the metre gauge section, from the middle of February to the end of March 1937, great difficulty was experienced in meeting all demands for stock, due mainly to a large number of wagons being absent on the Bengal and North-Western Railway.

(v) *East Indian Railway.*—The demand for wagons for goods loading after the 9th January 1937 could not be met in full and the loading of unessential goods traffic such as firewood, bullies, sand, lime, etc., was restricted from the 10th to the 14th January 1937. General loading was also restricted from the 29th January to the 17th February 1937, preference being accorded to live-stock, perishables (including sugar-cane), foodstuffs and military and Government consignments.

(vi) *Great Indian Peninsula Railway.*—When owing to a rush of traffic in December 1936, a shortage of wagons was experienced, open wagons were freely used for the carriage of grain and seeds (excepting oil and cotton seeds) on these sections of the line where winter rain was not expected without the execution of special risk notes freeing the administration from loss due to damage.

(vii) *Jodhpur Railway.*—During the last quarter of the year, the volume of traffic offered was greater that could be carried with the existing wagons. Arrangements have been made for the purchase of 200 new wagons.

(viii) *Madras and Southern Mahratta Railway.*—In December 1936, export traffic in groundnuts through the ports of Madras, Masulipatam, Cocanada and Mormugao was extremely heavy. Loadings increased and reached the peak about the middle of January 1937.

At certain tranship stations there was at times an accumulation of loads beyond the normal capacity of the station. To reduce the congestion, night transhipment with additional staff was resorted to.

(ix) *North Western Railway.*—From the middle of December 1936 there was a steady increase in goods traffic until the end of January 1937, when about 7,000 wagon loads were waiting to be loaded. Simultaneously there were heavy receipts of coal from the Bengal coalfields.

In order to ease the situation, measures for the quicker loading and release of wagons were introduced, efforts were made to reduce the time of goods in transit through junctions and on the road. Goods sheds particularly at the larger stations were opened for work on Sundays, in order to speed up the turn round of wagons. Loading of non-essential commodities was also restricted for about 10 days.

60. Neutral examination of interchanged Wagon Stock.—The staff working under the Director of Wagon Interchange continued to examine wagons interchanged between railways at the following junctions :—

Agra Cantonment.	Khanalampura.
Ajni-Nagpur.	New Delhi.
Chheoki.	Raichur.*
Ghaziabad.	Waltair.

* Only up to 30th September 1936, the experiment of Single Control having been introduced on and from 1st October 1936.

Quarry Workings.

The thickness of the coal seam quarried is 90 feet (roof to floor) and is one of the thickest in the world.

The system of neutral umpires introduced in July 1932 at Gomoh and in February 1934 at Katni Murwara, was continued.

61. Railway Collieries.—The output from the principal railway collieries during 1936-37 compares with the previous year's output as follows :—

Colliery.	Owned by	Output (tons).	
		1935-36.	1936-37.
1. Joint Bokharo	E. I. & B. N.	611,501	769,848
2. Joint Sawang	E. I. & B. N.	50,641	55,913
3. Kurharbaree and Serampore	State	712,963	665,578
4. Bhurkunda	State	86,900	67,167
5. Kargali	State	435,340	576,581
6. Argada	B. N.	257,032	259,573
7. Talcher (now known as 'Deulbera').	B. N.	157,939	29,974
8. Jarangdih	B., B. & C. I. and M. & S. M.	103,462	77,273
9. Talcher	M. & S. M.	156,290	158,482
10. Kurasia	B., B. &. C. I.	153,332	179,882

State Railway Collieries.

(i) *Bhurkunda Colliery.*—All new development work was held in abeyance, but an increased demand for Railway colliery coal towards the end of the year following short supplies of market coal necessitated the re-opening of inclines in the Kurse and Nakari seams and preparations were made for pillar extraction in No. 1 Kurse Incline.

In the Simana seam most of the main drivages to the East reached the outcrop and colliery boundary on the South. A series of step faults were encountered in the dip workings in Nos. 3 and 4 Simana Workings and several stone heads were carried in advance to prove the measures beyond the faulted areas.

In the Sirka seam the entrance to No. 1 Incline workings was secured by side walls and reinforced concrete roofing and a shallow shaft connecting the 1st level was sunk for the purpose of ventilation.

Adequate ventilation was maintained in the underground workings and all roadways not naturally wet were kept free from coal dust.

Power House and Electrical Plant.—Both Turbo and Boiler Plant were overhauled during the earlier part of the year and all surface and underground electrical plant were maintained in good working order. One 550 Volt overhead transmission line was put into the Sirka area and an underground cable laid to the Sub-station in the Sirka Seam Incline.

Several blocks of miners' houses were re-roofed during the latter part of the year.

An ample supply of drinking water was provided throughout the year and, with the exception of a few isolated cases of small-pox, the health of the staff and sanitation was satisfactory.

(ii) *Kargali Colliery.*—The output both from the quarries and underground workings was well maintained and during the latter part of the year extra tonnage had to be raised owing to short supplies of market coal.

No development work of importance was carried out during the year.

Quarries.—The total length of quarry face is now 6,000 feet and throughout the whole length a double broad gauge track has been laid.

During the year additional overburden bridges of 60 feet spans have been built and new tipping lines have been provided for the disposal of overburden to the ' rise ' side of the quarry. The average section of rock and shale overburden being stripped is 68 feet almost all of which requires blasting.

All the old fires which occurred some years ago in the quarry slack dumps are practically burnt out and no further danger from the spread of fire is anticipated.

Underground workings.—Normal development at the shafts and incline was carried out and the underground workings were maintained in good working condition. Most of the galleries to the East in the Shaft Workings have now reached the colliery boundary and a barrier of 225 feet has been left to protect the Kargali seam workings from those of the adjoining colliery where depillaring is being carried out in the seam.

Under the new Mines Regulations all underground roadways not naturally wet have to be periodically watered or stone dusted and to comply with this regulation about five miles of 2" Pipe Lines have been laid to carry water for spraying the various districts underground. Safety lamps are still used both at the shafts and incline as a precautionery measure and all blasting is carried out by the use of ' Permitted ' Explosives.

Adequate ventilation is provided by a mechanical ventilator and during the past year the underground workings have been remarkably free from fire damp.

During the monsoon period additional pumping had to be carried out in the East Dip Shaft Workings owing to depillaring operations at the neighbouring colliery.

All colliery plant on the surface and underground was maintained in good condition and with the exception of one electrical breakdown at the quarry pumping shaft there was no other trouble.

Various repairs to surface buildings and miners' houses were carried out during the year and the new screening plant gantry in reinforced concrete was put into commission at the main shafts.

Labour in the quarries was plentiful but during the latter part of the year there was a distinct shortage of underground workers at the pits and incline.

The water supply throughout the year was adequate and the general health of the staff and sanitation were satisfactory.

Power House.—Throughout the year all plant was maintained in good running order and a continuous supply of current was made to Kargali, Joint Bokharo, Jarangdih and Dhori collieries.

During the year under review 5,358,360 units were generated.

(iii) *Giridih Collieries.*—(a) *Serampore Colliery.*—Development was satisfactory and percentage of extraction even in the difficult working faces was well maintained.

The supply of labour was, owing to a bumper rice crop, very poor and raisings were seriously affected. In the earlier part of 1937 an unprecedented number of marriages took place and this again was responsible for a considerable reduction in output. The output for the period under review was 394,476 tons and coal despatches to Railways amounted to 379,233 tons.

Adequate precautions against the danger of coal dust were taken and a number of water sprays were put into commission on main haulage roads and on some of the return airways. Arrangements are now in hand for stone dusting in the return airways.

Ventilation in all mines was adequate and during the year there were no fresh outbreaks of underground fires.

All underground haulage engines, houses and pump houses have, to comply with the new Mines Regulations, been made fire proof.

In No. 8 side, Deep Pit, an area of very disturbed ground was met but development was pushed on as far as possible.

On the 2nd July 1936, 3·56″ of rain fell in 3½ hours and the result was an unprecedented inrush of water through surface breaks into No. 16-A South Side Workings. Eventually the water found its way to the Deep Pit Pumps where it was effectually dealt with. A temporary diversion has now been cut to divert all surface water from this area and the danger of a similar occurrence has been removed.

Two 3,000-gallon per hour pumping units were installed at the Central pits to dewater the shaft pumps and admit of guide rope inspection.

At 16-A Pit the erection of an 18 H.P. direct haulage was completed.

(b) *Kurharbaree Colliery.*—Raisings from this area were considerably hampered by the shortage of labour during the monsoon period and again during the harvesting season.

Underground development was advanced as far as practicable and pillar extraction was carried out satisfactorily, no less than 85 per cent. recovery usually being obtained.

Ventilation in all mines was adequate and no fire damp was reported in any of the workings.

Precautionary measures for the treatment of coal dust were satisfactory. Water sprays were installed on main haulage roads in both Jubilee and Joktiabad pits. Arrangements have also been made to provide for stone dusting principally in the return airways.

The new lamp house was completed at the Jubilee pits and 1,000 electric safety lamps were put into commission at these pits.

One 3,000-gallon per hour pumping unit fitted with flame proof motor and switch gear was put into commission at No. 1 Jubilee East Side and two similar units were put into No. 5 Side Joktiabad.

Two 15,000-gallon per hour pumping units were also installed in No. 1 Side Kolimoram Pit.

In August 1936, at Joktiabad No. 18 Side, the dip pumps were submerged owing to an inrush of water during heavy rain. The pumps were subsequently recovered.

Power House.—All steam and electrical plant was maintained in good running order.

During the year under review 13,580,763 units were generated.

Coke and Bye-Products Plant.—This continued to work satisfactorily and the full battery of ovens was put into commission in July 1936.

The outturn from the plant was as follows :—

Coke	38,252	tons.
Coal tar	1,420	,,
Sulphate of ammonia	382	,,
Benzol	49,110	gallons.
Rectified solvent naphtha	1,150	,,

All colliery plant was maintained in good running order and the usual repairs to surface buildings were carried out.

With the exception of a few cases of small-pox and malaria, the general health of the station and sanitation were satisfactory.

(iv) *East Indian and Bengal Nagpur Railways' Joint Bokharo Colliery.*—Raisings from all quarries were well maintained throughout the year, and during December and January despatches were increased to the maximum to meet short supplies of market coal.

The area to the east of the Goda Nalla was prospected during the earlier part of the year and quarriable coal approximately 100 feet thick was proved below 30 feet or rock overburden.

In view of the continued coal shortage, arrangements have been made to develop this area. Overburden stripping has already commenced and a sinking pump and endless rope haulage installed to transport the coal to the main loading depôt.

The fire which occurred in the old slack and shale dump in No. 5 Quarry has been satisfactorily dealt with, and there is now no danger of its spreading towards the coal barrier left for the support of the railway line.

Nos. 1 and 3 quarry workings continued satisfactorily and every effort is being made to speed up the stripping of overburden to provide uncovered coal for future requirements.

The new pumping shaft in No. 1 quarry has been completed and a large area of coal is now available for working in the south-east corner of this quarry.

All steam and electrical plants were maintained in good running order, and there was no breakdown during the year. A small pumping unit was installed near the Damodar river in November to augment the supply of drinking water.

Repairs to surface buildings and miners' houses were carried out as usual, and the construction of a new isolation hospital was commenced during the latter period of the year.

The supply of labour was satisfactory throughout the year and was sufficient to give the normal output.

The colliery water supply was adequate and the general health of the staff and sanitation satisfactory.

(v) *East Indian and Bengal Nagpur Railways' Joint Sawang Colliery.*—No constructional work or new development was carried out.

Practically the whole of the output was obtained from the surface quarries.

Steam plant and underground machinery were maintained in good working order and the usual repairs to buildings were carried out during the latter part of the year.

The Incline workings which were inundated during the monsoon of 1935 were dewatered in June 1936 and normal working continued in the eastern section of the mine.

With the exception of a few cases of malaria and small-pox, the general health of the station was satisfactory.

Bombay, Baroda and Central India and Madras and Southern Mahratta Railways' Jarangdih Colliery: Shaft workings.—Gallery driving in the shaft workings was continued. The shaft workings were closed on 31st May 1936.

Coal winning was confined to the West Rice section, where progress was good, as the section was comparatively free from gas.

The fittings of No. 2 Shaft with rail guides and the withdrawal of the rope guides was completed in July 1936. All machinery, rails, etc., were withdrawn from the shaft workings.

The shaft pumps were stopped on 14th July 1936, with the water level 7 feet below pump chamber floor. The pumps were withdrawn. On 18th July 1936, water had reached the level of the pump chamber floor. On 1st August 1936, water level was $5\frac{1}{2}$ feet below the rail level of the dumper. On 1st September 1936, water level reached the top of the inset at No. 1 Shaft and the fan was stopped.

On 8th April 1937, the water level was 255 feet above the rail level at the dumper and 20 feet below the bottom of the sand bore pipe which has served as a vent for the air and gas trapped in the Rise workings.

Brickwalls were built round No. 2 Shaft top and round the top of the sand bore hole to prevent accidental ignition of the escaping gas.

Incline workings.—Gallery driving during the year at the incline workings was continued. Development proceeded normally but rather slowly owing to the change of contractor—the new contractor being unable to provide an adequate labour force to give the required output.

Connection of No. 5 Incline with surface was completed. A 150 H.P. haulage was installed and coal raising from No. 5 Incline commenced during July 1936.

A 50 H.P. endless haulage was installed to haul loads raised from No. 3 and from No. 5 Inclines to the loading depôt. This haulage was put into commission on 1st May 1936.

A 20 H.P. Pump was installed in a permanent position in No. 6 Dip at No. 11 South Junction. All pumps operated satisfactorily.

A Sirocco fan was installed to ventilate the incline workings and commenced working on 8th April 1937.

Bombay, Baroda and Central India Railway's Kurasia Colliery.—The following is a brief report on the principal works done at Kurasia Colliery during the year under review :—

Labour quarters.—The 14 blocks of Dhowrahs were completed.

Staff quarters and buildings.—One block of two units senior subordinate quarters was completed.

Power House.—The following works in the extended portion of the Power House were taken in hand and some were completed :—

Building Power House Office and Stores was completed.

The steam pipe line for No. 3 Engine and the cable connection of Generator No. 2 with the Switch Board were completed.

The circulating water pipe line and connections for No. 2 Engine and the Power House front pavement were completed.

The erection work of No. 2 Engine and Generator was taken in hand.

The erection of the new Belliss Set was undertaken but could not be completed.

Development underground.—The total progress during the year is given below :—

No. 2 Incline	547 feet.
No. 3 Incline	299 ,,

Madras and Southern Mahratta Railways' Talcher Colliery.—There are two seams at Talcher. The best coal is in the lower seam, about 14 feet thick, roughly 400 feet below the surface. There is an upper and thinner seam about 70 feet above the lower one.

Development has been hitherto in the lower seam, but this has been lost at faults on the North, West and South sides, and it has been possible to continue development on the East side only. A gallery driven beyond the fault to the North of the main pit met the upper seam, at very nearly the same level as the lower seam development, but the upper seam is irregular in thickness and floor level and the coal is mixed with much rock and shale which it is difficult to separate from the coal. Further exploration is to be undertaken as it appears possible that the lower seam will be met not far beyond the fault on the North side.

Bengal Nagpur Railway's Deulbera (previously known as "Talcher") Colliery at Talcher.—The work on the development of this colliery was completed during the year under review.

Coal mined in India.—In 1936 the coal mined in the various provinces of British India amounted to 20,583,962 tons as against 21,014,469 tons in 1935, or a decrease of 430,507 tons.

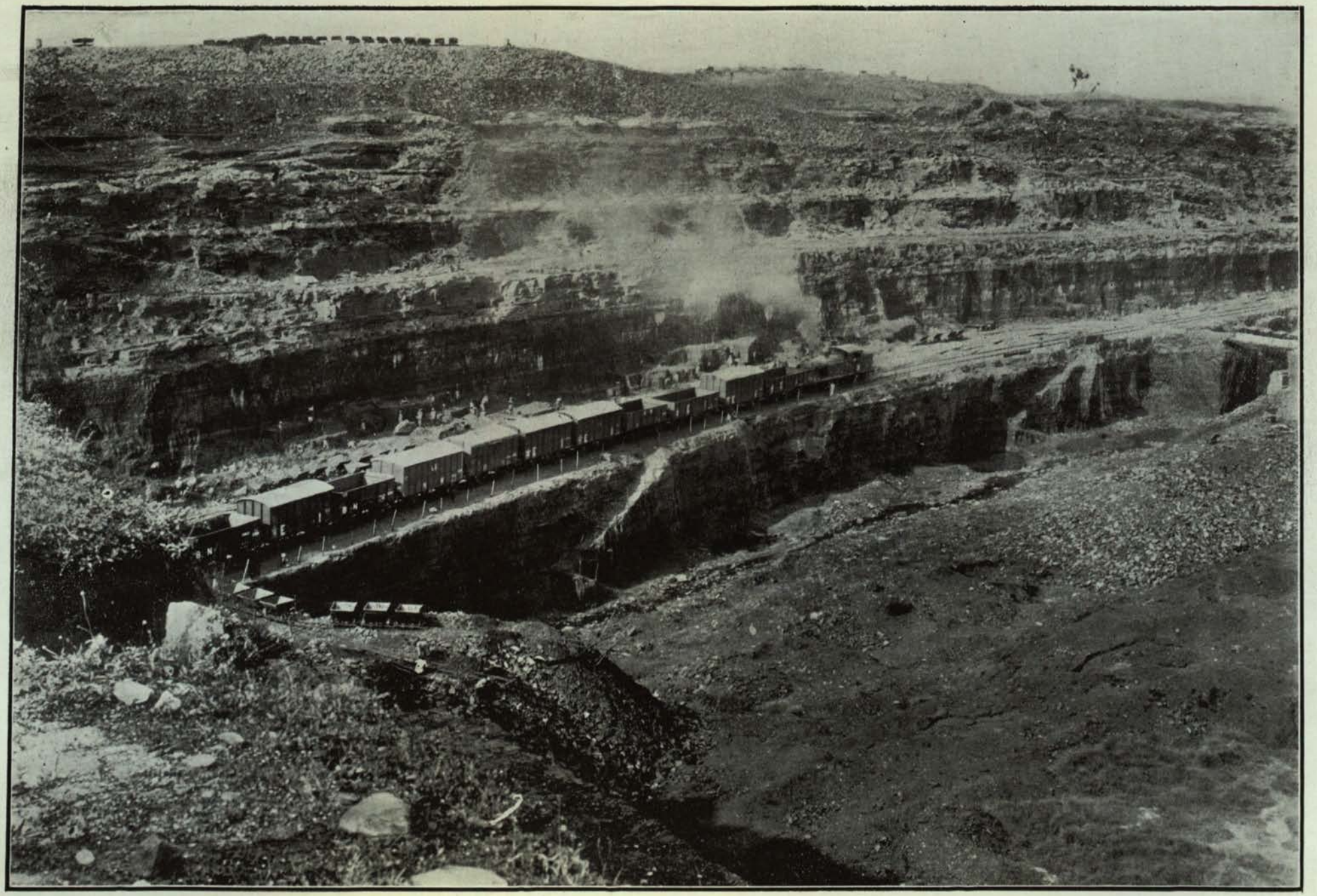
Quantity of coal despatched by rail.—The quantity of coal carried by the East Indian and Bengal Nagpur Railways was as follows :—

East Indian Railway	13,144,718 tons.
Bengal Nagpur Railway	7,350,263 ,,

Shipment of coal from Calcutta.—Shipments including bunker coal from the Port of Calcutta to Indian and foreign ports during 1936-37 amounted to 2,274,516 tons, of which 252,644 tons were on account of Indian railways as compared with 280,869 tons in 1935-36. 59,117 tons of Indian coal were shipped to the Ceylon Government Railway.

Tonnage of coal inspected by the State Railway Coal Department.—The State Railway Coal Department inspected 6,713,053 tons coal during 1936-37 as compared with 6,332,104 tons in 1935-36.

Indian Coal Grading Board.—The State Railway Coal Department continued to carry out work on behalf of the Indian Coal Grading Board during the year. The amount of cargo coal shipped under the Indian Coal Grading Board to various ports during 1936 was 1,687,356 tons, and inspections were carried out by this department both at the collieries and Kidderpore docks.



Quarry Workings.

Broad gauge loading lines in 60 feet seam Outcrop.

CHAPTER V:

ROLLING STOCK AND MATERIALS.

62. Additions to equipment.—During the year the following rolling stock, including arrears brought forward from previous years, was ordered for broad and metre gauge railways:—

Items.	Broad Gauge.	Metre Gauge.
Locomotives	33	47
Coaching stock	875	829
Goods stock	1,863	1,271

Those actually placed on the line by the end of the year were as under :—

Items.	Broad Gauge.	Metre Gauge.
Locomotives	16	21
Coaching stock	386	288
Goods stock	1,113	552

The numbers of coaching and goods stock are in terms of four-wheelers, a bogie being reckoned as two four-wheelers. These figures do not, however, represent the actual net additions to rolling stock as they also include stock built in replacement of stock which had reached the end of their useful life.

No broad or metre gauge locomotives were obtained as additions during the year. On the broad gauge 107 locomotives were scrapped during the year, of which 16 were replaced so that the number of locomotives on 31st March, 1937, was 91 less than at the beginning of the year. The number of metre gauge locomotives at the end of the year was 16 less than at the beginning, 37 being scrapped during the year, 21 of which were replaced. The average tractive effort per engine rose in the course of the year from 25,717 lbs. to 25,862 lbs. on the broad gauge and from 15,158 lbs. to 15,211 lbs. on the metre gauge.

Coaching vehicles.—There was no addition to the number of coaching stock on the broad and metre gauge. The number of broad gauge coaching vehicles at the end of the year was 70 less than at the beginning, due to 456 being scrapped during the year, of which 386 were replaced. On the metre gauge, the number of coaching vehicles at the end of the year was 98 less than at the beginning, 386 being scrapped during the year, of which 288 were replaced.

Wagons.—There was no addition to the number on the broad and metre gauges; on the broad gauge 2,169 wagons were scrapped during the year against an addition of 1,113. On the metre gauge, 1,013 wagons were scrapped during the year and 552 wagons were added.

The graphs on the following pages show the total numbers of locomotives, boilers, carriages and wagons provided for in the programmes of Class I Railways during the past eleven years. These figures include replacements and renewals.

63. Supply of rails and fishplates from indigenous sources.—During the year under review orders amounting to approximately 76,000 tons of rails and 3,000 tons of fishplates were placed with Messrs. the Tata Iron and Steel Company, Limited.

64. Purchase of timber for Carriage and Wagon building.—The consumption of timber for Carriage and Wagon building rose by some 6 per cent. in value above the figure for the previous year, owing to increased construction. The total value of the timber other than sleepers bought by Class I Railways (other than His Exalted Highness the Nizam's State and the Jodhpur Railways) during the year was Rs. 42·75 lakhs, compared with Rs. 40·28 lakhs in 1935-36, Rs. 30·46 lakhs in 1934-35, Rs. 21·51 lakhs in

1933-34 and Rs. 14·17 lakhs in 1932-33 when construction was at a minimum. By contrast, in 1927-28, when construction was active, the expenditure was Rs. 140·6 lakhs.

The seasoning kilns at Lillooah, East Indian Railway, remained closed, chiefly owing to the price of teak, with which kiln seasoned woods of other species could not compete (the teak is used without kiln seasoning). Further evidence on the behaviour of the timber seasoned in the Lillooah kilns and now in use in coaches and wagons was under collection and analysis during the year with a view to correct comparisons between teak and other woods for various purposes.

The examination of sawmill wastage continued and progress was made towards uniform methods of calculating this wastage and costing scantlings of various sizes correctly. Timber consumption volume figures for 1936-37 are not yet available in an accurate form. The corrected figures for 1935-36 show that the total consumption in that year by all Class I Railways, other than the Burma Railways, His Exalted Highness the Nizam's State Railway and the Jodhpur Railway, was 36,843 tons in terms of round logs, compared with 34,173 tons in 1934-35. The percentage of Burma teak bought in 1935-36, in terms of round logs, was approximately 42, compared with 37 per cent. in 1934-35. The rise is believed to be due mainly to the increase in new construction, for which Burma teak is in special demand, whilst cheaper woods are used rather for repairs and rough work such as wagon floor boards.

65. Wooden Sleeper Purchase Organisation.—The total purchases of wooden sleepers during the last three years have been :—

	(Number of sleepers in lakhs.)		
	1934-35.	1935-36.	1936-37.
Broad Gauge	12·09	12·33*	15·05
Metre Gauge	13·90	14·11	14·83
Narrow Gauge	1·51	1·42	1·71

The relative position of the various kinds of sleepers can be seen from the following percentages, based on the total number of sleepers in the track of Class I Railways :—

	1936-37.			
	Wood.	Cast Iron.	Steel.	Other kinds.
Broad Gauge . .	42·7	39·7	17·4	0·2
Metre Gauge . .	71·3	5·8	22·8	0·1

The wooden sleeper track mileage of all gauges on Class I Railways on March 31st, 1937, was 27,750 out of a grand total of 53,147 miles.

No wooden sleepers were imported from abroad. The prices of *sal* sleepers in the Eastern Group in 1936-37 averaged about Rs. 4-10-10 for broad gauge and Rs. 1-11-3 for metre gauge during the year, compared with Rs. 5-1-2 and Rs. 2-0-1 in 1935-36.

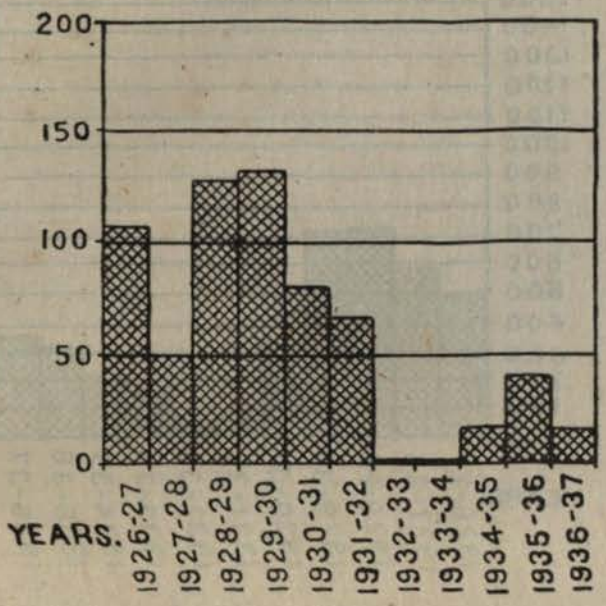
At Dhilwan on the North Western Railway the following soft wood Broad Gauge sleepers from coniferous trees were impregnated with a mixture of 40 per cent. creosote and 60 per cent. fuel oil :—

——	Fir.	*Chir* pine.	*Kail* pine.	Deodar.	TOTAL.
1. Number of sleepers treated . . .	47,597	188,678	53,473	116,755	406,503
2. Average absorption of creosote per sleeper	6·0 lbs.	6·0 lbs.	5·84 lbs.	4·0 lbs.	..
3. Average absorption of liquid fuel . .	9·0 ,,	9·0 ,,	8·76 ,,	6·0 ,,	..
4. Average total absorption per sleeper .	15 ,,	15 ,,	14·60 ,,	10 ,,	..
5. Approximate average absorption per cubic foot.	4·80	4·80	4·49	3·20	..

* This figure corrects the figure (12·29) shown last year.

(1)

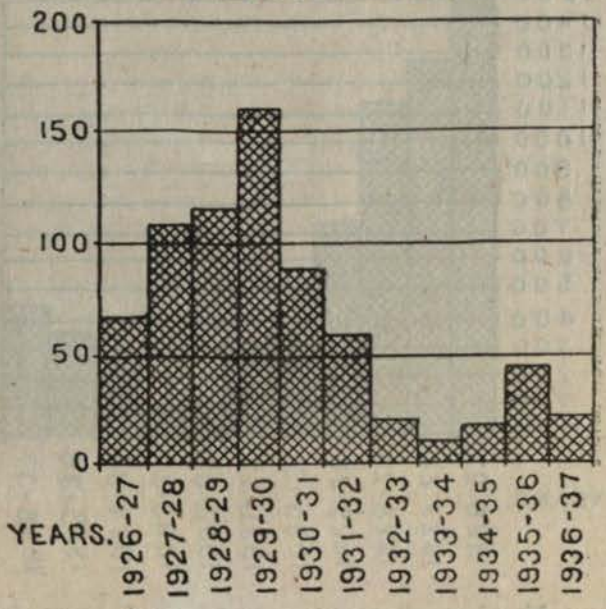
BROAD GAUGE.



Number of locomotives provided in the rolling stock programme.

(2)

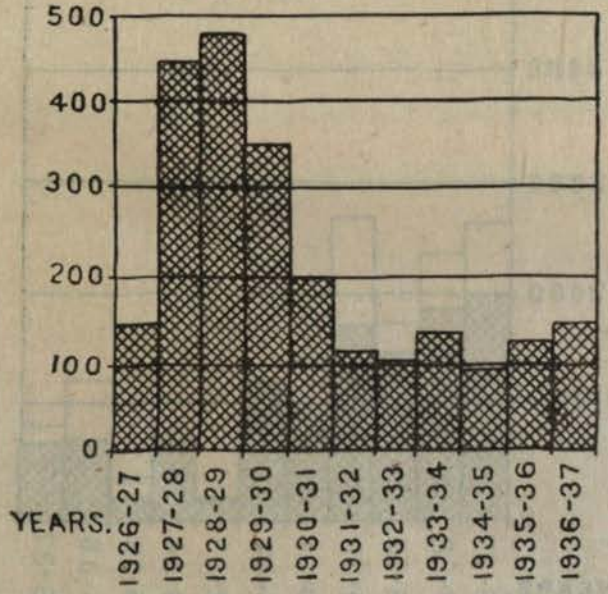
METRE GAUGE.



Number of locomotives provided in the rolling stock programme.

(3)

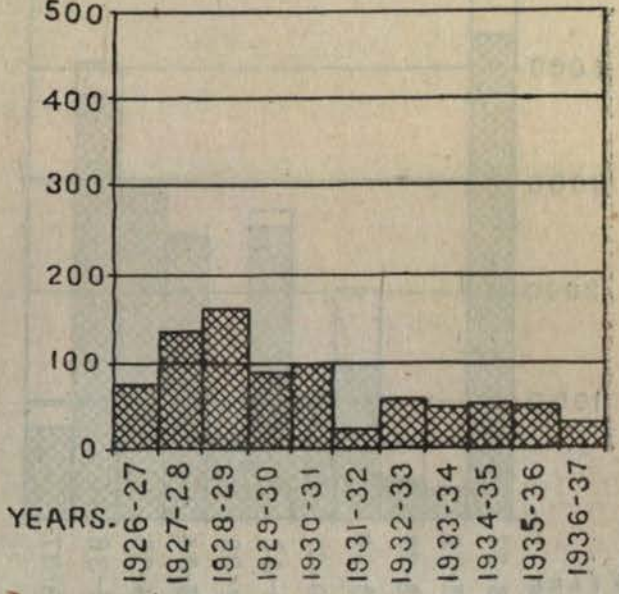
BROAD GAUGE.



Number of boilers provided in the rolling stock programme.

(4)

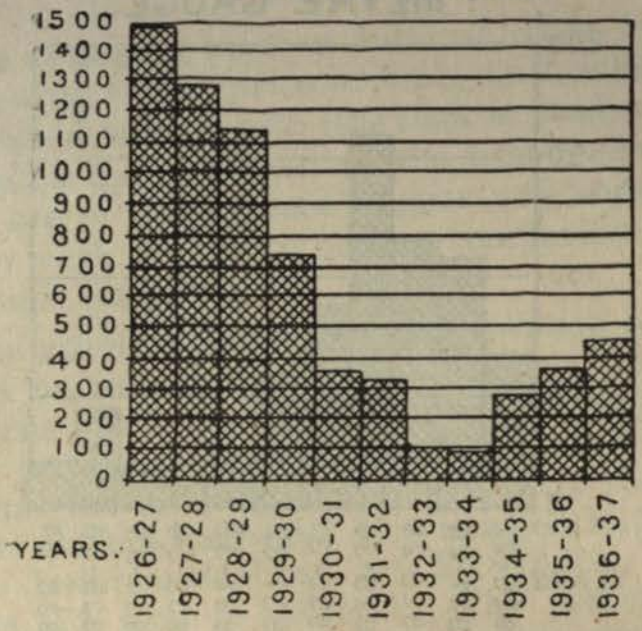
METRE GAUGE.



Number of boilers provided in the rolling stock programme.

(5)

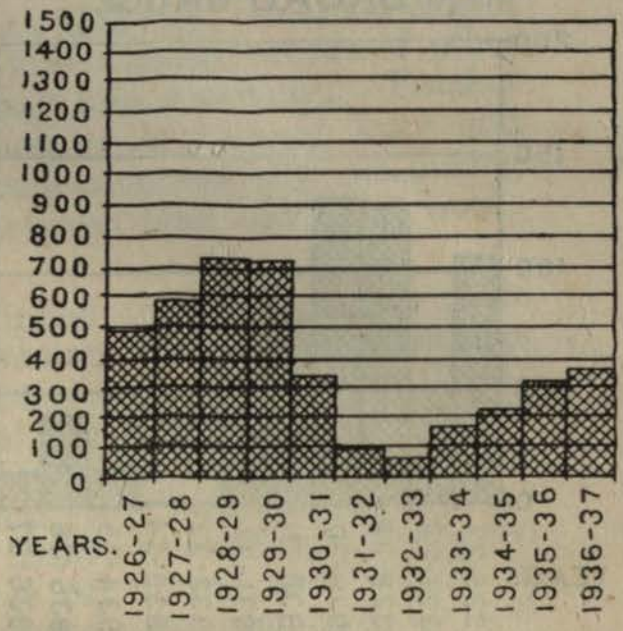
BROAD GAUGE.



Number of coaching stock units provided in the rolling stock programme.

(6)

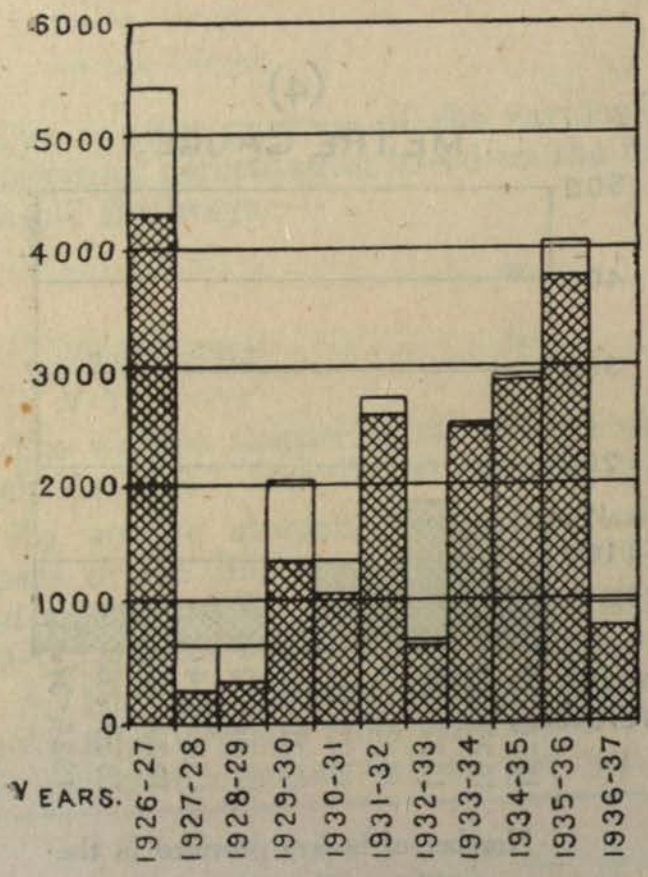
METRE GAUGE.



Number of coaching stock units provided in the rolling stock programme.

(7)

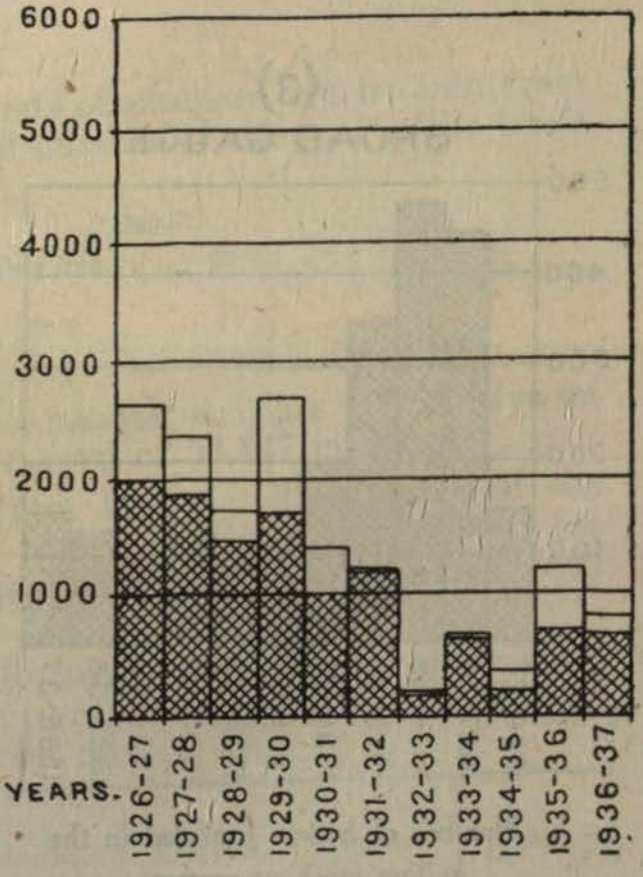
BROAD GAUGE.



General service and other types of wagons in units provided in the rolling stock programme.

(8)

METRE GAUGE.

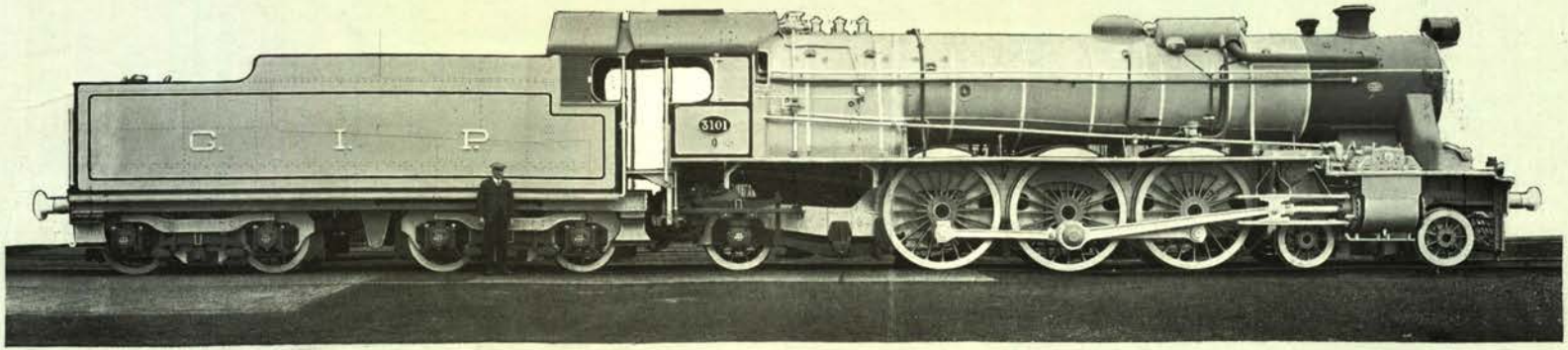


General service and other types of wagons in units provided in the rolling stock programme.

General service wagons shown thus

Other types shown thus

GREAT INDIAN PENINSULA RAILWAY.



"X.P." Type, 4-6-2 Passenger Locomotive.

This engine is fitted with roller bearings to all wheels.

The prices of the sleepers, including all charges except freight were:—

—	Cost of untreated sleepers.	Cost of treating per sleeper, including overheads at Dhilwan.	Sleeper Pool Control charges.	Total cost of treated sleeper excluding freight.
	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.
Deodar	4 12 2	0 14 10	0 2 2	5 13 2
Kail pine	3 8 3	1 1 6	0 2 2	4 11 11
Chir pine	3 1 8	1 7 8	0 2 2	4 11 6
Fir	2 12 11	1 0 5	0 2 2	3 15 6

The cost of treated sleepers decreased owing to the larger number treated and hence the lower cost of treatment.

NOTE.—The figures for treated sleepers in the report for 1935-36 excluded the Sleeper Pool Control charges of Re. 0-3-11 per sleeper in that year whereas this year the control charges are included.

The total amount spent on wooden sleepers on Class I Railways (excluding His Exalted Highness the Nizam's State and the Jodhpur Railways but including the Burma Railways) was Rs. 1·12 crores compared with Rs. 1·14 crores in 1935-36, Rs. 1·06 crores in 1934-35, Rs. 0·92 crores in 1933-34, Rs. 1·27 crores in 1932-33 and Rs. 1·59 crores in 1931-32.

The annual meeting of the Sleeper Pool Committee was held at New Delhi on the 9th November, 1936.

66. Value of railway materials purchased.—The value of Stores purchased by Class I Railways (excluding His Exalted Highness the Nizam's State and Jodhpur Railways which are mainly the property of Indian States) amounted to Rs. 13·64 crores during 1936-37; this was a decrease of Rs. 1·93 crores as compared with the year 1935-36. The principal decreases, as indicated in the Statement below, were under rolling stock (Rs. 139 lakhs) and stores hardware, copper, tin and zinc ware, etc. (Rs. 18 lakhs), all other stores (Rs. 17 lakhs) and permanent way material and track tools (Rs. 16 lakhs). Of the total decrease of Rs. 1·93 crores, Rs. 0·99 crores were under "imported materials" and Rs. 0·94 crores under "indigenous materials"; the decrease under the former was mainly under rolling stock (Rs. 79 lakhs), all other stores (Rs. 11 lakhs) and stores hardware, copper, tin and zinc ware, etc. (Rs. 8 lakhs), whereas under the latter it was mainly under rolling stock (Rs. 60 lakhs), permanent way material and track tools (Rs. 17 lakhs) and stores hardware, copper, tin and zinc ware, etc. (Rs. 10 lakhs).

(Figures in lakhs of rupees.)

Particulars.	VALUE OF IMPORTED MATERIALS.			Value of indigenous materials.	TOTAL PURCHASES.	
	Purchased direct.	Purchased through Agents in India.	Total imported materials.		1936-37.	1935-36.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
A. Bridge works and its parts, fittings and special fastenings.	1	1	2	18	20	13
B. Engineering plant and components including all hand and power machinery.	1	10	11	1	12	9
C. Workshop machinery, plant and equipment including pneumatic machinery and tools.	11	11	22	2	24	27
D. Permanent way material and track tools	7	11	18	2,65	2,83	2,99
E. Rolling stock	68	88	1,56	69	2,25	3,64
F. Building materials, water mains, sewage system and track and yard enclosing material and signal and Interlocking material, etc.	2	15	17	24	41	51

(Figures in lakhs of rupees.)

Particulars.	Value of imported materials.			Value of indigenous materials.	Total purchases.	
	Purchased direct	Purchased through Agents in India.	Total imported materials.		1936-37.	1935-36.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
G. Stores Hardware, copper, tin and zinc ware, all leather, canvas and India rubber in bulk, metals, painters' stores, timber and fuel and fuel oil, etc.	13	1,02	1,15	3,43	4,58	4,76
H. Electrical and train and locomotive lighting plants and materials, etc., and Telegraph and Telephone equipment.	14	55	69	5	74	74
All other stores	6	84	90	1,37	2,27	2,44
TOTAL .	1,23	3,77	5,00	8,64	13,64	15,57

67. Value of stores purchased by State-managed and Company-managed Railways during 1931-32 to 1936-37, value of stores purchased by those Railways through the Indian Stores Department and value of stores purchases controlled by the Railway Board for those railways during that period.—A statement is given below showing the value of stores imported direct, imported stores purchased in India, and indigenous stores purchased by the State-managed and Company-managed Railways during the years 1931-32 to 1936-37, together with the value of stores purchased by those railways through the Indian Stores Department and also the value of stores purchases controlled by the Railway Board during the same period :—

(Figures in thousands.)

Railways.	Total value of stores purchased.				Value of stores purchased through Indian Stores Department.	Percentage of Column 6 to Column 5.	Value of stores purchases controlled by the Railway Board.	Percentage of Column 8 to Column 5.
	Stores imported direct.	Imported stores purchased in India.	Stores of Indian manufacture or of indigenous origin.	Total.				
1	2	3	4	5	6	7	8	9
1931-32.								
State-managed .	1,03,23	2,91,56	5,47,71	9,42,50	1,18,08	12·53	4,51,48	47·90
Company-managed .	1,41,21	1,28,46	3,87,24	6,56,91	7,87	1·20	1,73,73	26·42
TOTAL .	2,44,44	4,20,02	9,34,95	15,99,41	1,25,95	7·87	6,25,21	39·10
1932-33.								
State-managed .	8,54	2,26,28	3,95,16	6,29,98	1,46,84	23·33	2,61,05	41·44
Company-managed .	79,00	1,07,12	2,87,83	4,73,95	4,70	0·99	95,87	20·23
TOTAL .	87,54	3,33,40	6,82,99	11,03,93	1,51,54	13·72	3,56,92	32·33
1933-34.								
State-managed .	6,81	2,50,68	4,94,51	7,51,95	1,70,98	22·73	3,22,17	42·84
Company-managed .	66,36	1,12,71	2,65,56	4,44,63	3,81	0·85	77,58	17·45
TOTAL .	73,17	3,63,34	7,60,07	11,96,58	1,74,74	14·60	3,99,75	33·40
1934-35.								
State-managed .	5,40	2,57,11	5,42,69	8,05,20	2,58,51	31·48	3,48,19	43·24
Company-managed .	1,10,90	1,45,65	3,51,58	6,08,13	6,15	1·01	1,40,18	23·05
TOTAL .	1,16,30	4,02,76	8,94,27	14,13,33	2,59,66	18·37	4,88,37	34·55
1935-36.								
State-managed. .	6,37	3,36,88	6,14,15	9,57,40	2,78,11	29·05	4,05,78	42·38
Company-managed .	1,23,99	1,32,21	3,43,68	5,99,88	6,76	1·13	1,40,28	23·38
TOTAL .	1,30,36	4,69,09	9,57,83	15,57,28	2,84,87	18·29	5,46,06	35·06
1936-37.								
State-managed .	5,31	2,58,65	5,33,26	7,97,22	*3,29,44	41·32	3,17,91	39·88
Company-managed .	1,18,12	1,18,13	3,30,41	5,66,66	28,32	5·00	1,10,46	19·49
TOTAL .	1,23,43	3,76,78	8,63,67	13,63,85	3,57,76	26·23	4,28,37	30·69

* Purchases to the value of Rs. 97,198 for the Chief Mining Engineer, Railway Board, Rs. 5,043 for the Central Publicity Bureau (Indian State Railways) and Rs. 251 for the Railway Clearing Accounts Office made through the Indian Stores Department during 1936-37 are omitted from this figure.

It will be seen that the value of stores imported direct by the State-managed Railways has decreased from Rs. 103·23 lakhs in 1931-32 to 5·31 lakhs in 1936-37. As stated in the last year's Report this is the direct result of new stores purchase rules (commonly known as the rupee tender system) which became obligatory on those railways with effect from 1st January, 1931. The percentage of the value of indigenous stores to the total value of all stores purchased by these railways has increased from 58·11 per cent. in 1931-32 to 66·89 per cent. in 1936-37. The value of stores purchased by these railways through the Indian Stores Department has also been increasing steadily.

In the case of Company-managed Railways the value of stores imported direct decreased during the aforesaid period from Rs. 141·21 lakhs to Rs. 118·12 lakhs. The value of stores purchased by these railways through the Indian Stores Department has increased from Rs. 7·87 lakhs in 1931-32 to Rs. 28·32 lakhs in the year under review.

68. Purchase of Stores by railways through the Indian Stores Department.—The total value of stores purchased by all railways through the agency of the Indian Stores Department during the year under review amounted to Rs. 3,61,62,520 of which Rs. 25,31,340 represented the value of textiles and Rs. 3,36,31,180 the value of engineering hardware and miscellaneous stores. The list of items, the purchase of which by the State-managed Railways through the agency of the Indian Stores Department is obligatory, was reviewed and the following items of railway stores were added to the list :—

Plates, steel trough, small tools (such as milling cutters, reamers, twist drills, etc.) grinding wheels of approved brands as recommended by railways.

Plates, copper, all types other than flanged,

Body panel plates,

All steel castings,

Hinges of all kinds,

Screws coach,

Split pins and cotters,

Tool steel,

Tin plates,

Brass, gauze,

Copper, gauze,

Aluminium,

Platinum,

Lead wool,

Wire netting,

Almirahs, racks and shelving, steel,

Hospital equipment, *e.g.*, beds, ward furniture, sterilisers, X-Ray apparatus, etc.

The value of stores purchased by railways through the Indian Stores Department increased from Rs. 290·21 lakhs during the previous year to Rs. 361·63 lakhs during the year under review.

69. Cost of maintenance and supply of locomotive power and cost of maintenance and operation of Carriage and Wagon Stock.—The results obtained during the year under review and the ten previous years in regard to the cost of maintenance and supply of locomotive power under the three major heads of accounts (running repairs, workshops repairs and operating expenses) and also of the cost of maintenance and operation of carriage and wagon stock per 1,000 gross ton miles, for both broad and metre gauges of the Class I Railways in India, are reproduced in graphic form on the two following pages.

70. Air conditioned coaches.—The Railway Board have had under consideration the question of air-conditioning passenger coaches on long distance trains in India and have decided to initiate the experiment with five First class air-conditioned coaches on the Bombay-Calcutta mail service. The total additional cost of the air-conditioning equipment, insulation and special fittings for these five coaches is estimated at Rs. 2,00,000 and it is hoped to recover this by the imposition of a small surcharge on each ticket issued for the additional comfort provided. During the hottest weather maximum internal temperature of 85° is anticipated and during the coldest weather the circulating air will be suitably heated. Dust, cinders and other similar discomforts incidental to railway travel in India will be eliminated.

71. Refrigerator Vans.—The Railway Board visualise the possibilities of the development of refrigerated traffic in India if necessary transport facilities are provided. An experimental refrigerator van with mechanical equipment is being constructed on the Madras and Southern Mahratta Railway and other railways will provide similar vans if and when the traffic offering justifies such a course. In addition, the conversion of two North Western Railway insulated vans, for use as experimental refrigerator vans with eutectic tank and dry ice equipment, is being undertaken jointly by the Defence Department and the North Western Railway, with a view to such vehicles being ultimately used for the rail transport of perishable foodstuffs for the Army if found suitable for this purpose.

72. Central Standards Office for Railways.—During the year under review the Civil Engineering Branch of the Central Standards Office standardized and issued the following drawings to Railways :—

Permanent Way—

(1) 1 in $8\frac{1}{2}$ left turnout and 13′ 6″ over-riding switch Metre Gauge 60R F.F.

(2) 1 in 12 and 1 in $8\frac{1}{2}$ turnouts on pressed steel trough sleepers with two way keys and loose jaws 115-lb. F.F.

(3) Transverse steel sleepers with pressed up lugs and standard two way keys for Broad Gauge 115, 90R and 75R F.F.

(4) Two way keys for 60R and 50R F.F.

(5) Non-removable two way keys for 50R, 60R, 75R, 90R and 115 F.F.

(6) Stretcher bars for 1 in $8\frac{1}{2}$ Diamonds and slips for Broad Gauge and Metre Gauge.

(7) Insulated stretcher bars for Metre Gauge.

(8) Stronger fishplate for 90-lb. F.F.B.S.S. rail section.

Signalling and Interlocking—

(9) C.I. stop clamp, C.I. doll signal base, Roundel—Convex $3\frac{1}{2}$″, $8\frac{3}{8}$″ and $9\frac{5}{8}$″. Glass over—$4\frac{1}{2}$″ × $9\frac{1}{2}$″, alternative $\frac{1}{2}$″ wire adjusting screw, M.S. $\frac{1}{2}$″ turnbuckle, M.S. $\frac{1}{2}$″ screw eye R.H. L.H. alternative M.S. split link. M.S. screw jaw $1\frac{1}{4}$″, M.S. studs.

In addition to the above the following drawings were prepared by the Central Standards Office and issued as tentative standards :—

Permanent Way—

(1) C.I. C.S.T.9 type sleeper for Broad Gauge 75R F.F. and Metre Gauge 60R F.F.

(2) Anti-creep C.I. bearing plate for Broad Gauge 90R F.F.

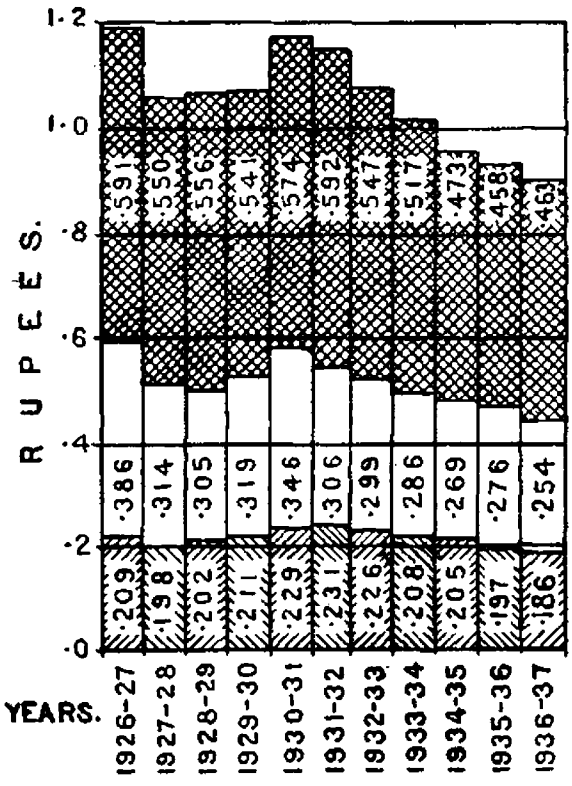
(3) Switch anchors for Broad Gauge and Metre Gauge switches.

(4) Combination fishplates Broad Gauge 90R, 90B.S. 75R, 75B.S. and 60R, 60B.S.

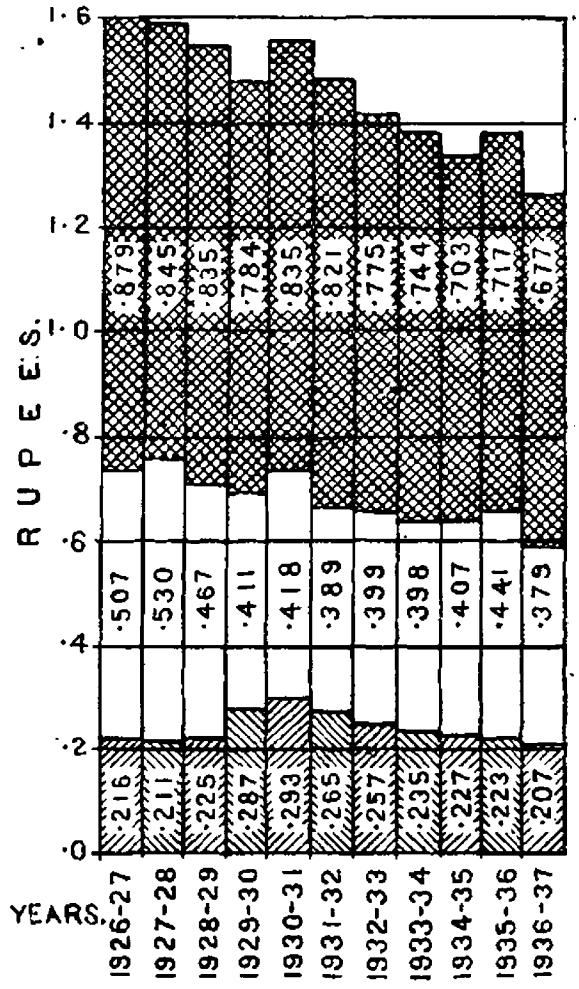
Running repairs shown thus
Workshop repairs shown thus
Operating expenses shown thus

COST OF MAINTENANCE AND SUPPLY OF LOCOMOTIVE POWER PER 1,000 GROSS TON MILES.

(1) BROAD GAUGE.

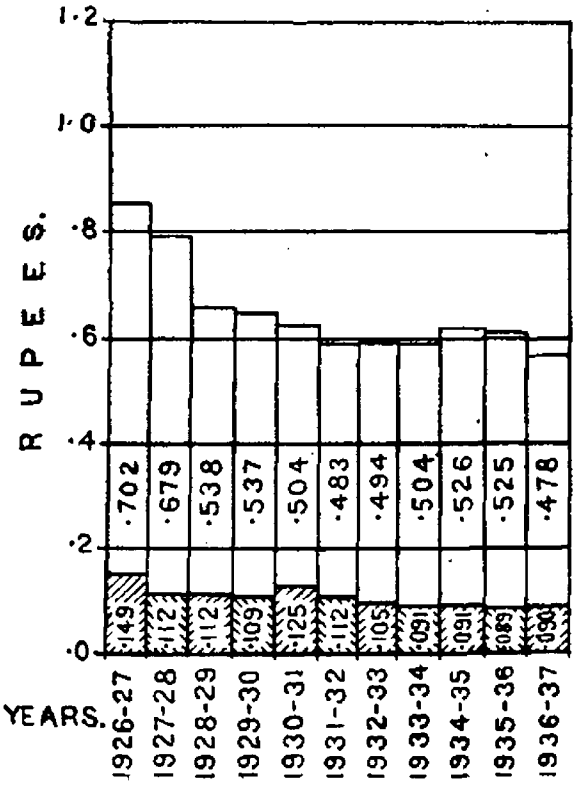


(2) METRE GAUGE.



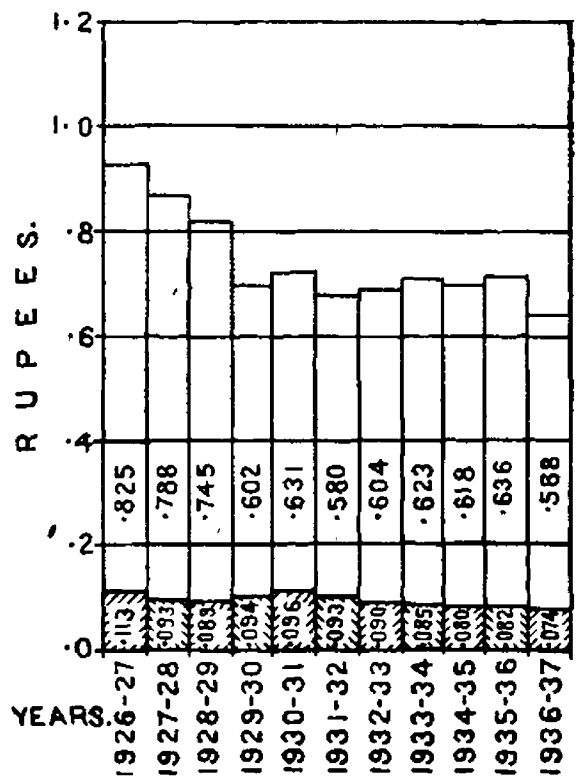
COST OF MAINTENANCE AND OPERATION OF CARRIAGE AND WAGON STOCK PER 1,000 GROSS TON MILES.

(3) BROAD GAUGE.



COACHING VEHICLES.

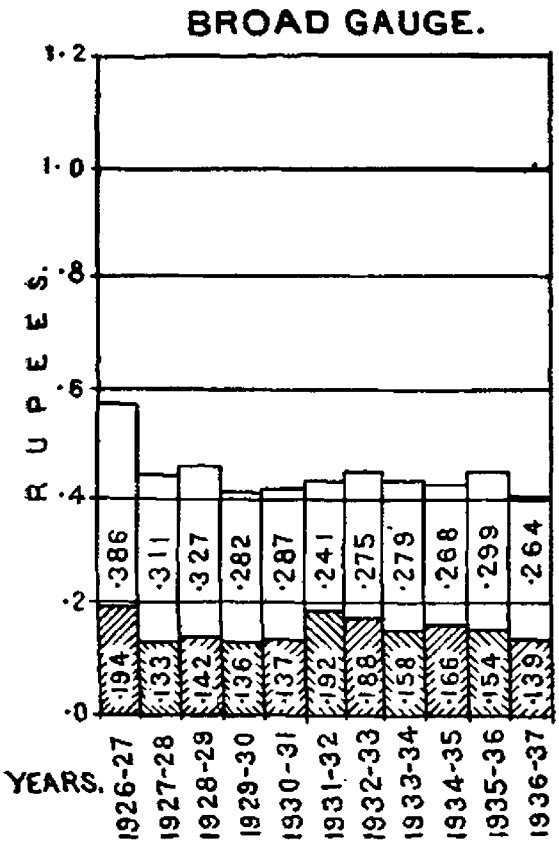
(4) METRE GAUGE.



COACHING VEHICLES.

Running repairs shown thus
Workshop repairs shown thus
Operating expenses shown thus

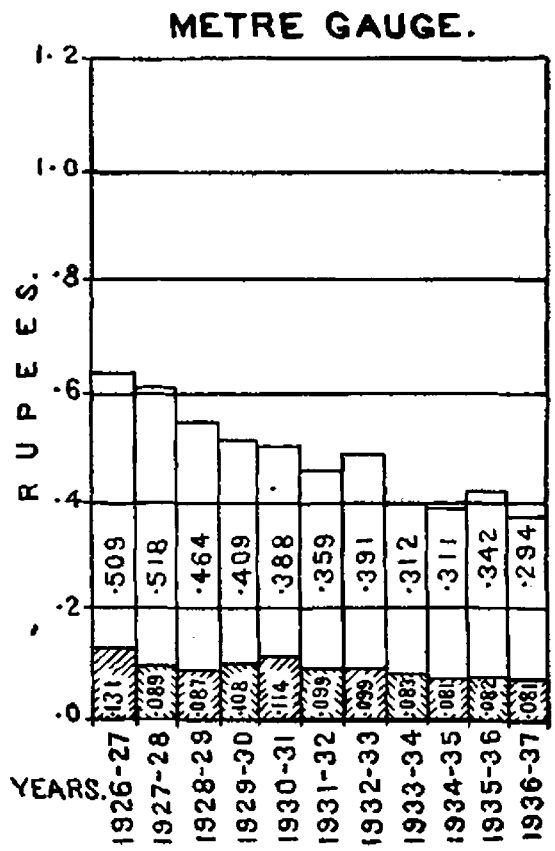
(5)



GOODS VEHICLES

Cost of maintenance and operation of carriage and wagon stock per 1,000 gross ton miles.

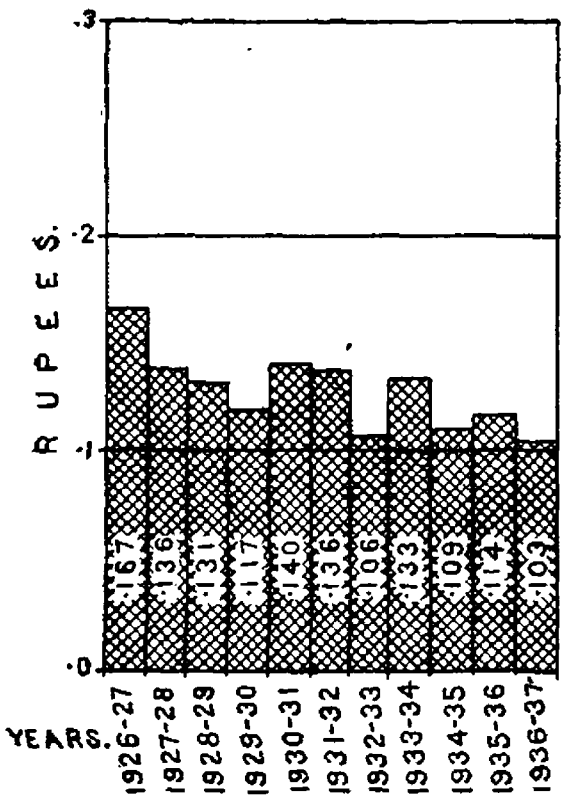
(6)



GOODS VEHICLES

Cost of maintenance and operation of carriage and wagon stock per 1,000 gross ton miles.

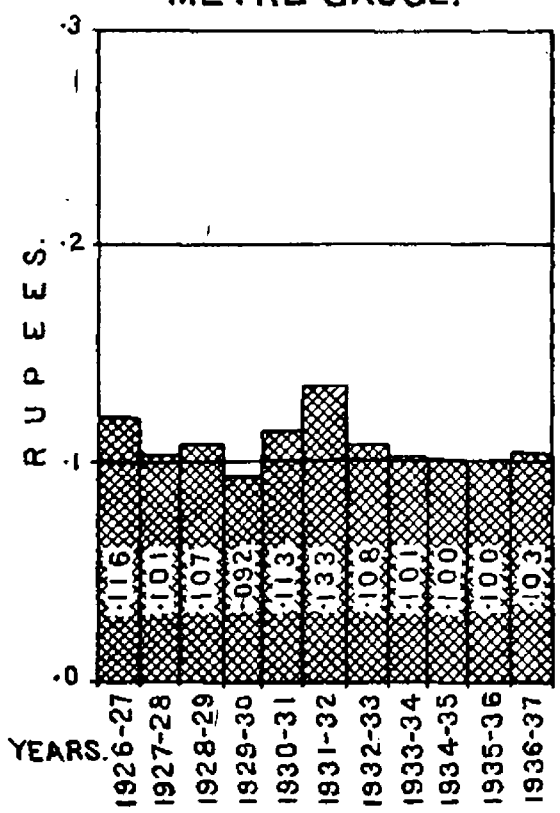
(7)



OPERATING EXPENSES

Cost of operation of carriage and wagon stock per 1,000 gross ton miles.

(8)



OPERATING EXPENSES

Cost of operation of carriage and wagon stock per 1,000 gross ton miles.

Bridges—

(1) 100′ span high tensile steel plate girder bridges for M.L. loadings.

(2) 80′ span high tensile steel plate girder bridges for M.L. loadings.

(3) 60′ span high tensile steel plate girder bridges for M.L. loadings.

(4) 80′ span mild steel plate girder bridges for H.M. and M.L. loadings.

(5) Rubber pad (under trial).

(6) T steel sleepers for 100′ span high tensile steel girders.

Roofs and similar steel structures—

(1) Roof over 25′ wide platform—Metre Gauge.

(2) Foot over bridges Metre Gauge over 2 and 3 tracks.

(3) Gangway with trolley refuges for 100′ clear span high tensile steel plate girder—Broad Gauge.

Arches and other masonry structures—

(1) 15′ span Broad Gauge M.L. standard.

Mechanical Drawing Office.—Master sets of part drawings relating to wagons, underframes, automatic vacuum brake, coaching body and track tool drawings were kept up-to-date. Approximately 330 new wagon and underframe part drawings were issued.

Diagrammatic designs of WL, WM, WV, WU, WW, YJ and YU type locomotives were prepared.

The following carriage and wagon drawings were completed :—

56′-6″ Metre Gauge underframe (continuous type).

Steel Motor and Parcel Van (bogie).

Steel Motor and Parcel Van (4-wheeled).

Designs for a German type of locomotive friction draft gear for Broad and Metre Gauges were despatched to railways for trial purposes.

A design of Broad Gauge Carriage and Wagon non-convertible drawgear was standarized. Compared with the original design, this draw gear is materially lighter and less expensive. Axlebox machining tolerances were standardized and designs for fixtures and gauges were prepared by the Indian Stores Department.

The principal working drawings of the XP type experimental locomotives were brought under examination in close collaboration with the Consulting Engineers.

73. Standardization Committees.—The various Standardization Committees continued to perform valuable work concerning which details are given below :—

(*a*) Locomotive Standards Committee.—The Locomotive Standards Committee met in December, 1936. As a result of experience in service a number of modifications to existing designs were recommended and results of a number of successful trials proposed for incorporation in future designs. Some of the principal subjects dealt with included the introduction of :—

(i) Nitralloy steel as a permissible alternative for gudgeon and knuckle pin bushes.

(ii) Trials with nickel chrome alloy cast iron for piston valve liners, eccentric sheaves, straps and crosshead slippers.

(iii) Data regarding the incidence of heated bearings was reviewed.

(*b*) Carriage and Wagon Standards Committee.—The Carriage and Wagon Standards Committee met during March 1937. The Committee recommended a number of modifications in the design of mechanical and

electrical components as a result of experience in service. Among other subjects the Committee dealt with :—

(i) The fixation of tolerances and dimensions for gauges recommended by the Production Engineers.

(ii) Scrutiny of three new types of vehicles designed by the Central Standards Office.

(iii) Future policy regarding standardization of carriage body parts.

(c) **Bridge Standards Committee.**—The Committee met in February-March 1937, and made recommendations on the following :—

(i) To try out a sleeper pad composition which can be cast *in situ* and the object of which is to remove inequalities in level on the tops of girders and enable one standard thickness of timber sleeper to be used.

(ii) Trial of steel sleepers on bridges in lieu of timber sleepers.

(iii) Dynamic allowance for crane gantries.

(iv) Instructions drawn up as to the method of prestressing lattice girder bridges.

(v) Spacing of main girders in metre gauge deck bridges, considered in relation to the strength of the cross sleepers and the requisite lateral stability of the spans.

(vi) Provision of keys in masonry arches.

(vii) Permissible stresses in wrought iron and early steel bridges to be based on test specimens taken from the bridge.

(viii) Permissible stresses in concrete specified in the Standard Code of Practice for Reinforced Concrete Construction.

(ix) The best shape of girder and type of web system to adopt in large span lattice girder bridges.

(x) Design of reinforced concrete slab top bridges.

(xi) Design and jointing of reinforced pipe culverts.

(xii) Examination of standard charts for checking designs of reinforced concrete beams and slabs.

(d) **Track Standards Committee.**—The Committee met in January 1937 and made recommendations on the following :—

(i) Increase of the standard length of rails to 60′.

(ii) Alternative use of pressed sleepers in lieu of rolled sleepers for standard steel sleeper turnouts.

(iii) Anti-creep cast iron bearing plates for use on timber sleepers.

(iv) Design of rail expansion joint for use at the piers of large span girder bridges when the rails are welded throughout the length of a span.

(v) Design of combination fishplates.

(vi) Design of broad gauge hand trollies.

(vii) Designs for stretcher bars for diamonds and slips, both broad gauge and metre gauge.

(viii) Withdrawal of non-overriding types of switches as standards.

(ix) Preparation of standard plans for layouts using 1 in 8½ turnouts for gathering lines in goods yards.

(x) Specification for manufacture of rails to permit of a tolerance of straightness in the form of reverse camber in the finished rails, the object of which is to prevent rails being hogged when first laid in the track.

(xi) Designs of switch anchors for broad and metre gauge turnouts.

(xii) Design of spring crossings for broad gauge requirements.

Interior of Electric Sub-station at Bassein Road showing Mercury Arc Rectifiers.

(*e*) **Signalling and Interlocking Standards Committee.**—The Committee met in November-December 1936 and made recommendations concerning :—

(i) Adoption of various Indian Stores Department and British Standards Specifications for use on Railways.

(ii) Disposal of certain criticisms on the Manual of Instructions for the Maintenance of Block Signalling Apparatus.

(iii) Standardization of all interlocking gear required for points and crossings to enable the location of leading stretcher bars in broad and metre gauge turnouts to be indicated on the standard turnout plans.

(iv) Standardization of point roller guides and lock bar clips.

(v) Increased tolerances in the manufacture of cranks.

(vi) Various suggestions for economies in signalling installations.

(vii) Tolerances in the sizes of pins and holes in the manufacture of signal fittings.

(viii) Standardization of grease lubrication for signalling and interlocking equipment.

(ix) Employment of machine engraved plates for signal and point levers.

(x) Extension of periods of overhaul of signalling installations.

(xi) Production of standard plans for crossing station layouts, equipped under the three standards of signalling and interlocking.

(xii) Standardization of items not yet standardized.

(*f*) **Standards and Specifications Committee.**—The Standards and Specifications Committee met in January 1937. Among the principal subjects considered were :—

(i) A future programme of specification work covering, in order of priority, the specifications to be prepared in the next few years.

(ii) Methods of payment to be adopted for the purchase of the various finished, semi-finished and raw ferrous products.

Four I.R.S. Specifications were issued and 20 I.R.S. Specifications were revised. In addition, 37 Indian Stores Department Specifications and 18 British Standards Specifications were adopted for use on Railways.

Particular specifications for tendering purposes relating to new broad gauge locomotives to be ordered during 1937-38 were prepared. In the design of these engines the variation in types and sizes of studs, pins, rivets, nuts and washers has been reduced to a minimum. Arrangements were made with the builders for drawings of renewable parts to be produced as part, sub-assembly and assembly drawings. An officer was placed on special duty to ensure the closest possible co-ordination of requirements of the Consulting Engineers, Builders and Central Standards Office.

(*g*) **Electrical Standards Committee.**—The Electrical Standards Committee met in August 1936. Among the principal subjects considered were :—

(i) A number of draft specifications for electrical equipment.

(ii) The wiring of coaching stock.

(iii) The classification of electrical fittings with reference to the preparation of part drawings.

(iv) A number of points connected with electrical generating equipment on trains.

74. Research and Development.—The necessity for research and development was increasingly realised. The more important items under consideration during the year were :—

A. *Mechanical Branch*—

(i) *Paints.*—Test panels were prepared in close collaboration with the Industrial Research Bureau and Indian Stores Department (Government Test House). With the object of determining the effect of climate these panels were exposed at the following localities :—

Calcutta, Delhi, Lahore and Bombay.

(ii) *Dynamometer Car.*—The dynamometer car continued to be fully employed. Periodical meetings were arranged between the Central Standards Office and the Dynamometer Car Officer with the object of co-ordinating the requirements and attaining the maximum results from the various tests initiated. Much valuable data was obtained relating to the rating of engines and the performance of the piston and poppet valves, feed water heaters, journal bearings, etc.

(iii) *High tensile carriage and wagon underframes.*—The possibilities of reducing tares of coaching stock were brought under investigation. A saving of approximately 2 tons was effected by employing high tensile steel in an experimental carriage underframe. Corresponding reductions in weight were effected by employing high tensile steel in an experimental " CR " type wagon.

(iv) *Air-conditioning of carriages.*—Arrangements were made to place 5 air-conditioned upper class carriages in service during 1937-38.

(v) *Analyses of wagon defects.*—Arrangements were made to apply the Hollerith system to analyses of wagon defects at selected stations, on the East Indian, Great Indian Peninsula and North Western Railways. The results will become available during 1937-38.

(vi) *Trials.*—Special forms were prepared by the Central Standards Office in order to systematise methods of conducting trials and experiments and ensuring that the data required is submitted on a comparable basis. The fact that no less than approximately 100 trials and experiments were initiated as a result of the Locomotive, Carriage and Wagon and Electrical Standards Committees' recommendations indicates that no fears need be entertained that progress in standardization necessarily implies lack of progress in innovation.

B. *Civil Engineering Branch*—

(i) *Stresses in track.*—During the year, work was continued on the very important and far-reaching research investigations commenced in November 1935. For this work, two officers were placed on special duty and special electro-magnetic recording apparatus was obtained from America. The object is to determine for Indian conditions the correct relation between axleload, weight of rail, nature of track structure and permissible speed of trains.

In the early stages great difficulty was encountered with the recording apparatus and much of it had to be reconstructed. Nevertheless, a large amount of testing was carried out on the North Western, the East Indian, the Eastern Bengal and the Bengal Nagpur Railways and the Investigating Officers produced an Interim Report in December 1936.

Valuable information was obtained indicating the practicability, under certain conditions, of conserving the existing rails for higher axle-loads and speeds than were formerly permitted.

(ii) *Heat treatment of crossings.*—Experiments were carried out at the Jamalpur Locomotive works of the East Indian Railway into the possibilities of hardening the wearing surfaces of crossings and six sets of crossings so prepared have been laid in the track on the East Indian Railway in order to obtain actual experience as to what reduction of wear can be obtained by the process on crossings in service.

(iii) *Reconditioning of fishplates.*—Reports were received from Railways of action taken on the recommendation of the Central Standards Office to recondition fishplates by hot pressing or other means to re-establish proper bearing contact with the rails at the joints.

(iv) *Special Joint Sleepers.*—Trials were conducted by various Railways on the Duplex type of joint sleeper combined with the rail-free principle the object of which is to improve the support afforded to rail joints. Very promising results are being obtained.

(v) *Special pocket type cast iron sleepers.*—The C.S.T.9 type of sleeper designed by the Central Standards Office to improve the lateral stability of track is being extensively tried and promises well.

(vi) *Improvements in track on bridges.*—Trials were initiated in the use of rubber pads between rails and sleepers on girder bridges. Designs were produced and have been accepted by the East Indian Railway for trial using steel sleepers in lieu of timber sleepers on girder bridges.

(vii) *Welded roof purlins.*—Experiments were carried out on a modified and cheaper design of welded purlin for station platform roofs resulting in considerable economy in the type of design adopted.

(viii) *Strengthening bridges by means of welding.*—Experimental work is being commenced to determine the possibilities of welding on to structural members which are already under stress.

(ix) *Reduction of stresses in rails due to reduction in the excess balance of locomotives.*—Action taken by the Mechanical Branch to reduce the percentage of reciprocating parts balanced in locomotives has resulted in an appreciable reduction of hammerblow on rails and joints.

CHAPTER VI.

STAFF.

75. Number of staff.—The total number of employees (permanent and temporary) on all Indian Railways and in the office of the Railway Board and other offices subordinate thereto (excluding staff employed on construction) at the end of the year 1936-37 was 710,880 as compared with 712,778* at the end of 1935-36. The total route mileage at the end of the year was 43,128. The following table shows the number of employees by communities on the 31st March 1936 and 1937. A similar statement showing details by railways is given as Appendix C of Volume II of the Report by the Railway Board on Indian Railways for 1936-37.

Date.	Europeans.	INDIANS.							GRAND TOTAL.
		Hindus.	Muslims.	Anglo-Indians and domiciled Europeans.	Sikhs.	Indian Christians.	Other communities.	Total.	
31st March, 1936 .	3,212*	505,559*	155,440*	13,424*	8,740	16,826*	9,577*	709,566*	712,778*
31st March, 1937 .	3,121	504,983	154,535	13,416	8,734	17,253	8,838	707,759	710,880

* Represents revised figures due to minor corrections made in the figures published last year.
[These figures exclude the staff on loan from the Indian Audit and Accounts Service (Deptt.).]

76. Cost of staff.—The following statement shows the number and cost of all staff, superior and subordinate (including labourers), permanent and temporary, open line and construction, employed on Class I Railways during the years 1935-36 and 1936-37. Contractors' labour is not included.

Railway Systems.	Year.	NUMBER OF STAFF ON 31ST MARCH.							COST OF STAFF.			
		OPEN LINE.			CONSTRUCTION.			Gazetted Officers on loan from the Indian Audit and Accounts Service (Deptt.).	Gazetted Officers.	Non-gazetted employees.	TOTAL.	Total including staff on loan from the Indian Audit and Accounts Service (Deptt.).
		Gazetted Officers.	Non-gazetted employees.	TOTAL.	Gazetted Officers.	Non-gazetted employees.	TOTAL.					
1	2	3	4	5	6	7	8	9	10	11	12	13
									Rs.	Rs.	Rs.	Rs.
Assam Bengal .	1936	66*	16,261	16,327	4	342	346	..	10,88,252	66,56,434	77,44,686	77,44,686
	1937	68	17,027	17,095	*Nil*	*Nil*	*Nil*	..	11,48,620	67,67,929	79,16,549	79,16,549
Bengal and North-Western.	1936	74*	27,260	27,334	*Nil*	*Nil*	*Nil*	..	11,83,966	71,76,951	83,60,917	83,60,917
	1937	73	27,150	27,223	*Nil*	*Nil*	*Nil*	..	11,90,627	73,40,881	85,31,508	85,31,508
Bengal Nagpur .	1936	188*	65,368	65,556*	*Nil*	5	5	..	32,58,963	2,98,31,885	3,30,90,848	3,30,90,848
	1937	190	66,253	66,443	*Nil*	*Nil*	*Nil*	..	33,59,189	3,17,16,622	3,50,75,811	3,50,75,811
Bombay, Baroda and Central India.	1936	171*	64,439	64,610	2	304	306	..	30,65,543	3,89,85,792	4,20,51,335	4,20,51,335
	1937	170	63,176	63,346	*Nil*	297	297	..	30,70,064	3,86,06,398	4,16,76,462	4,16,76,462

NOTE 1.—* Represents revised figures for 1935-36 due to changes made by the railway administrations in the figures published last year.

NOTE 2.—The figures of cost include the salaries and wages of staff, bonus contributions to the provident fund, gratuities, overtime allowances and all other allowances which are of the nature of extra pay and which are not granted to meet some definite expense incurred in the performance of duty, such as travelling allowance.

Railway Systems.	Year.	NUMBER OF STAFF ON 31ST MARCH.							COST OF STAFF.			
		OPEN LINE.			CONSTRUCTION.			Gazetted Officers on loan from the Indian Audit and Accounts Service (Deptt.).				
		Gazetted Officers.	Non-gazetted employees.	TOTAL.	Gazetted Officers.	Non-gazetted employees.	TOTAL.		Gazetted Officers.	Non-gazetted employees.	TOTAL.	Total including staff on loan from the Indian Audit and Accounts Service (Deptt.).
1	2	3	4	5	6	7	8	9	10	11	12	13
									Rs.	Rs.	Rs.	Rs.
Burma	1936	97	23,651	23,748	*Nil*	*Nil*	*Nil*	2	15,46,357	1,20,93,408	1,36,39,765	1,36,69,162
	1937	96	23,142	23,238	*Nil*	*Nil*	*Nil*	1	16,18,421	1,17,33,190	1,33,51,611	1,33,93,220
Eastern Bengal	1936	122	49,455	49,577	*Nil*	54	54	2	21,57,177	2,35,41,897*	2,56,99,074*	2,57,72,167*
	1937	119	52,230	52,349	*Nil*	*Nil*	*Nil*	2	22,84,830	2,35,48,750	2,58,33,580	2,58,89,717
East Indian	1936	293	124,857	125,150	*Nil*	2	2	6	53,59,055	6,06,87,810	6,60,47,765	6,61,50,765
	1937	300	125,106	125,406	*Nil*	1	1	6	51,43,915	6,09,28,915	6,60,72,830	6,61,98,705
Great Indian Peninsula.	1936	212	83,328	83,540	*Nil*	*Nil*	*Nil*	1	42,86,427	4,38,77,189	4,81,63,616	4,81,85,383
	1937	215	81,672	81,887	*Nil*	*Nil*	*Nil*	1	40,92,572	4,42,36,491	4,83,29,063	4,83,33,753
Jodhpur	1936	24	7,379	7,403	1	395	396	..	4,29,813	27,17,371	31,47,184	31,47,184
	1937	25	7,620	7,645	..	..	..	..	4,20,617	27,25,182	31,45,799	31,45,799
Madras and Southern Mahratta.	1936	139	49,560	49,699	*Nil*	66	66	..	23,86,086	2,35,83,706	2,59,69,792	2,59,69,792
	1937	137	49,745	49,882	*Nil*	56	56	..	23,74,312	2,33,91,487	2,57,65,799	2,57,65,799
Nizam's State	1936	59	16,077	16,136	1	19	20	..	9,85,591	64,57,631	74,43,222	74,43,222
	1937	67	15,675	15,742	1	210	211	..	9,55,108	60,69,700	70,24,908	70,24,908
North Western	1936	267	104,946	105,213	*Nil*	2	2	4	43,82,936	5,72,78,216*	6,16,61,152*	6,17,10,364*
	1937	268	101,283	101,551	*Nil*	1	1	4	45,31,578	5,69,66,775	6,14,98,353	6,15,49,620
Rohilkund and Kumaon.	1936	16	5,572	5,588	*Nil*	*Nil*	*Nil*	..	2,05,448	15,63,884	17,69,332	17,69,332
	1937	17	5,534	5,551	*Nil*	*Nil*	*Nil*	..	2,20,422	15,15,494	17,35,916	17,35,916
South Indian	1936	128	36,783	36,911	*Nil*	31	31	..	19,57,630	1,65,75,268	1,85,32,898†	1,85,32,898†
	1937	124	36,606	36,730	*Nil*	23	23	..	18,82,645	1,64,45,160	1,83,27,805	1,83,27,805
TOTAL	1936	1,856	674,936	676,792	8	1,220	1,228	15	3,22,94,144	33,10,27,442*	36,33,21,586*	36,38,98,005*
	1937	1,869	672,219	674,088	1	588	589	14	3,22,93,020	33,19,92,974	36,42 85,694	36,46 85,572

NOTE 1.—* Represents revised figures for 1935-36 due to changes made by the railway administrations in the figures published last year.

NOTE 2.—The figures of cost include the salaries and wages of staff, bonus contributions to the provident fund, gratuities, overtime allowances and all other allowances which are of the nature of extra pay and which are not granted to meet some definite expense incurred in the performance of duty, such as travelling allowance.

NOTE 3.—† Exclusive of Emergency cut of —3,588 for 1935-36.

The above statement shows that there was a decrease of 2,704 in the total number of staff employed on open line on 31st March 1937 as compared with 31st March 1936 while the staff on loan from the Indian Audit and Accounts Service and the Construction Staff were less by 1 and 639 respectively. The increase in the total cost of staff including staff on loan from the Indian Audit and Accounts Service during 1936-37 as compared with the preceding year was Rs. 9,67,567.

On the Bombay, Baroda and Central India, Burma, North Western, Rohilkund and Kumaon and South Indian Railways there was a decrease

in the number and cost of staff as compared with the previous year. On the Bengal and North-Western and Great Indian Peninsula Railways there was a decrease in the number of staff but an increase in the cost. The increase in the cost of staff on the Bengal and North-Western Railway was due to reallocation of bonus paid to the staff in connection with the Bihar earthquake and payment of more retiring gratuities to senior officers. On the Great Indian Peninsula Railway the increase in cost of staff which was very small calls for no remarks. The increase in the number and cost of staff on the Assam Bengal Railway was mainly due to engagement of extra staff for Meghna Bridge, which is being treated as an open line capital work, in locomotive and carriage workshops and on relaying works.

The increase in the number and cost of staff on the Bengal Nagpur Railway was due to appointment of extra staff for relaying work and to the engagement of temporary extra staff during the strike and also to payment of diet allowance to permanent and temporary staff and bonus to non-strikers.

The increase in the number and cost of staff on the Eastern Bengal Railway was mainly due to the employment of additional temporary works staff, reopening of Parbatipur transhipment yard, payment of gratuity owing to retirement of large number of gazetted staff and entertainment of additional staff required in locomotive and carriage and wagon workshops.

The variation on the East Indian Railway which was very slight calls for no remarks.

On the Madras and Southern Mahratta Railway the cost of staff was less in spite of a slight increase in the number of staff.

77. Indianisation.—*Superior Services—State-managed Railways.*—26 appointments were made to the Superior Railway Services both by direct recruitment and promotion. Details are given below :—

Direct recruitment.

DEPARTMENT.	VACANCIES FILLED BY							
	EUROPEANS.	INDIANS.						
		Hindus.	Muslims.	Anglo-Indians and domiciled Europeans.	Sikhs.	Indian Christians.	Other communities.	TOTAL.
Agency	..	..	..	..	..	..	..	..
Engineering	1	2	..	..	..	..	..	2
Accounts	..	2	..	..	..	..	..	2
Transportation (Traffic) and Commercial.	2*	3	2	..	1	..	..	6
Transportation (Power) and Mechanical Engineering.	..	4	..	2	..	..	..	6
Stores	..	..	..	..	..	..	..	..
Others	..	..	..	..	1	1	..	2
TOTAL	3	11	2	2	2	1	..	18

Percentage { Europeans . . . 14·3
Indians . . . 85·7

* Includes one Watch and Ward officer borne on the cadre of the Transportation (Traffic) and Commercial Departments.

The percentage of Europeans was less than 25 per cent. as instead of two European officers to be recruited to the Transportation Traffic and Commercial Department from the United Kingdom only one was recruited; the other vacancy has been carried forward. Necessary adjustment will be made in the near future.

As regards Indian recruitment the percentages were—

61·1 Hindus.
11·1 Muslims.
11·1 Anglo-Indians and Domiciled Europeans.
11·1 Sikhs.
5·6 Indian Christians.

The shortage of Muslim recruitment was due to—

(i) the failure in medical examination of a Muslim candidate selected for appointment to the Transportation (Traffic) and Com-

mercial Department and no other suitably qualified candidate being available in his place. This shortage has, however, been made good in the recruitment subsequently made to that Department;

(ii) suitably qualified Muslim candidates not forthcoming for appointment in the Signal Engineering and State Railway Coal Departments, where two vacancies had been reserved for them. The deficiency in the Signal Engineering Department has since been made good by the appointment of an additional Muslim to the Indian Railway Service of Engineers subsequent to 31st March 1937; and

(iii) there being no Muslim candidate amongst the six special class apprentices who were originally recruited in 1930 and were appointed to the Mechanical Engineering and Transportation (Power) Department after the completion of six years training in 1936.

Further adjustments, if necessary, will be made in due course.

It will be observed from the information subsequently furnished in this paragraph that over-all direct recruitment of Muslims to Superior Railway Services on State-managed and Company-managed Railways concerned was 32·4 per cent.

Promotions.

DEPARTMENT.	VACANCIES FILLED BY							
	EUROPEANS.	INDIANS.						
		Hindus.	Muslims.	Anglo-Indians and domiciled Europeans.	Sikhs.	Indian Christians.	Other communities.	TOTAL.
Agency	..	..	..	..	..	..	..	..
Engineering	..	..	..	1	..	..	..	1
Accounts	..	..	..	..	..	1	..	1
Transportation (Traffic) and Commercial.	..	..	..	1	..	..	..	1
Transportation (Power) and Mechanical Engineering.	..	..	..	..	1	..	..	1
Stores	..	..	..	..	..	..	..	..
Others	..	1	..	..	..	..	..	1
TOTAL	..	1	..	2	1	1	..	5

Lower Gazetted Service.—32 promotions were made to the Lower Gazetted Service in the various departments. 15 went to Europeans and 17 to Indians of whom ten were Hindus, one Muslim, five Anglo-Indians and Domiciled Europeans, and one Sikh. Figures by departments were as follows :—

DEPARTMENT.	VACANCIES FILLED BY							
	EUROPEANS.	INDIANS.						
		Hindus.	Muslims.	Anglo-Indians and domiciled Europeans.	Sikhs.	Indian Christians.	Other communities.	TOTAL.
Agency	..	..	..	..	..	..	..	..
Engineering	3	6	1	..	1	..	..	8
Accounts	..	..	..	..	..	..	..	..
Transportation (Traffic) and Commercial.	5	3	..	2	..	..	..	5
Transportation (Power) and Mechanical Engineering.	5	1	..	2	..	..	..	3
Stores	..	..	..	1	..	..	..	1
Others	2	..	..	..	..	..	..	..
TOTAL	15	10	1	5	1	..	..	17

78. *Company-managed Railways.*—The following tables give a summary of the recruitment made to the Superior Services on Company-managed Railways during the year under review. Part I relates to direct recruitment and Part II to appointments made by promotion. A detailed statement by individual railways will be found in Appendix G of this report.

PART I.

Statement showing the number of appointments filled by direct recruitment in the Superior establishment on (Class I) Company-managed Railways, excluding His Exalted Highness the Nizam's State and Jodhpur Railways during 1936-37.

DEPARTMENT.	VACANCIES FILLED BY							
		INDIANS.						
	EUROPEANS.	Hindus.	Muslims.	Anglo-Indians and domiciled Europeans.	Sikhs.	Indian Christians.	Other communities.	TOTAL.
Agency	1	..	..	..	..	..	..	..
Accounts	1	..	2	..	..	..	..	2
Engineering	..	2	1	..	..	..	..	3
Transportation (Traffic) and Commercial.	4	3	4	..	1	..	..	8
Transportation (Power) and Mechanical Engineering.	..	..	..	..	..	..	..	..
Stores	1	1	1	..	..	..	..	2
Other Departments	..	..	1	..	..	..	..	1
TOTAL	7	6	9	..	1	..	..	16

Percentage { Europeans . . . 30·4
Indians . . . . 69·6

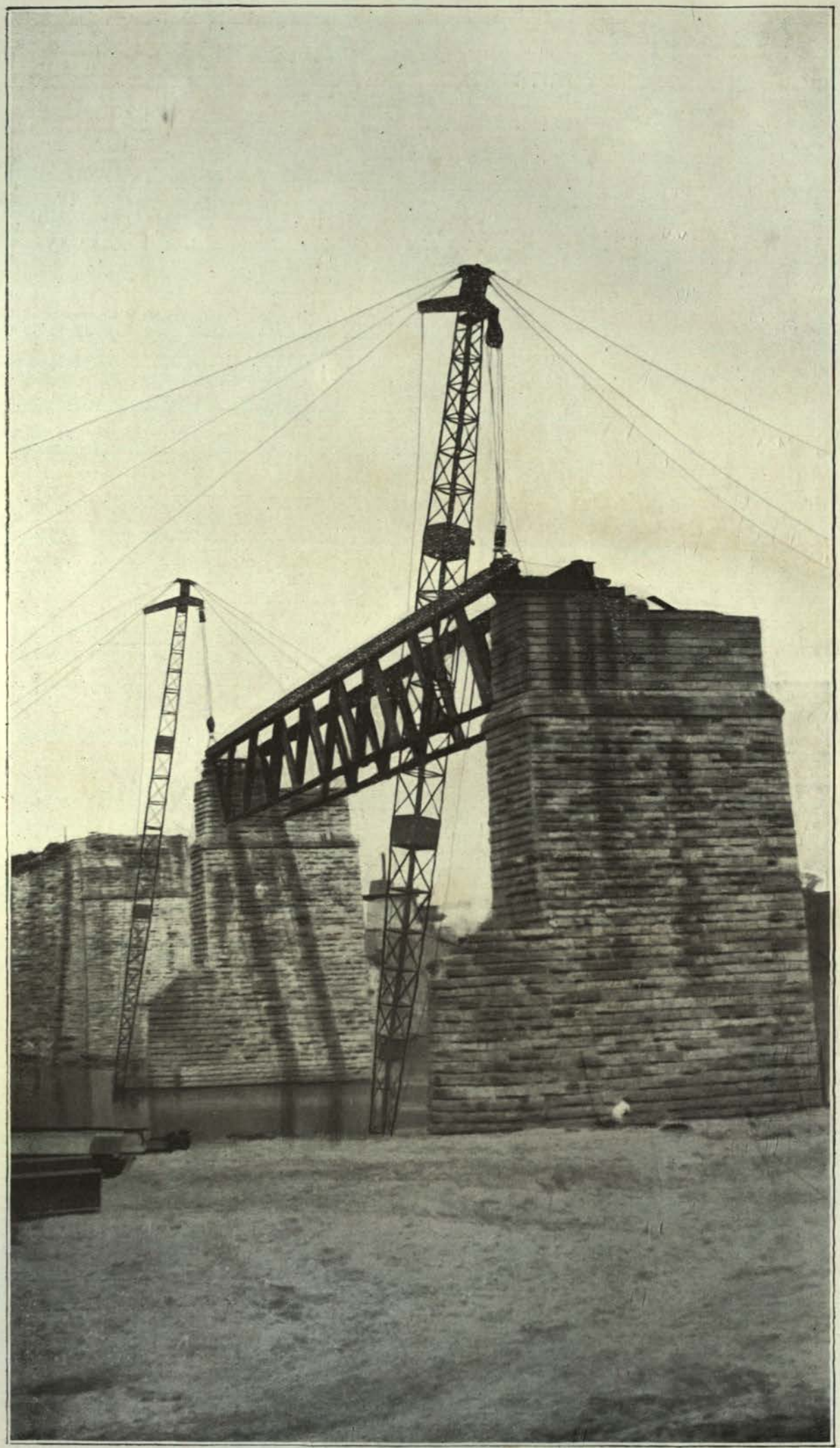
PART II.

Statement showing the total number of vacancies in the Superior establishments on (Class I) Company-managed Railways excluding His Exalted Highness the Nizam's State and Jodhpur Railways filled by promotion from Lower to the Superior Services during 1936-37.

DEPARTMENT.	VACANCIES FILLED BY								
		INDIANS.							
	EUROPEANS.	Hindus.	Muslims.	Anglo-Indians and domiciled Europeans.	Sikhs.	Indian Christians.	Parsis.	Other communities.	TOTAL.
Agency	..	..	..	..	..	..	..	..	..
Accounts	1	..	..	2	..	..	..	..	2
Engineering	1	1	..	..	1	1	1	..	4
Transportation (Traffic) and Commercial.	2	..	1	..	..	1	1	..	3
Transportation (Power) and Mechanical Engineering.	4	..	..	..	..	..	..	..	..
Stores	..	..	..	..	..	..	..	..	..
Other Departments	..	..	..	..	..	..	1	..	1
TOTAL	8	1	1	2	1	2	3	..	10

Dismantling an abandoned bridge on the Jubbulpore Section by the use of a small cantilever jim erected on the top of the pier.

Till this year it has not been worth while dismantling these bridges due to the low price to be obtained for scrap iron, but now that the price has risen appreciably, a considerable sum will be realized.



Dismantling an abandoned bridge on the Jubbulpore Section by the use of 100 feet derricks.

Till this year it has not been worth while dismantling these bridges due to the low price to be obtained for scrap iron, but now that the price has risen appreciably, a considerable sum will be realized.

It will be observed from Statement Part I that during the year under review the total number of appointments made by direct recruitment to the Superior Services on Company-managed Railways was 23 of which 7 went to Europeans and 16 to Indians of whom 6 were Hindus, 9 Muslims and 1 Sikh. The ratio of Indian to European recruitment was 69·6 to 30·4.

The European recruitment was in excess of 25 per cent. on the Bengal and North-Western, Rohilkund and Kumaon and South Indian Railways.

The Bengal and North-Western Railway expect to appoint six Indians shortly when it is hoped that the ratio of Indian recruitment will improve considerably. On the Rohilkund and Kumaon Railway the recruitment was very small; being only one. The recruitment on the South Indian Railway was however small and that Railway will, no doubt, obtain required percentages when recruitment is made on any large scale. The percentage of Indian recruitment in the principal departments was:—

	Direct recruitment.
Accounts	66·7
Engineering	100·0
Transportation (Traffic) and Commercial	66·7
Stores	66·7
Other Departments	100·0

Among Indian recruits the proportionate recruitment from each community was as shown below:—

Hindus	37·5
Muslims	56·2
Sikhs	6·3

For the over-all direct Indian recruitment to Superior Railway Services on the State and Company-managed Railways taken together, the percentages were as follows:—

Hindus	50·0
Muslims	32·4
Anglo-Indians and Domiciled Europeans	5·9
Sikhs	8·8
Indian Christians	2·9

79. Review of the progress made since 1925.—The statements on the following pages will throw further light on the progress made in Indianisation and in the recruitment of the various communities both on State-managed and Company-managed Railways since 1925, as reflected in the relative strength of Europeans and Indians belonging to the various communities. Part I relates to superior staff and Part II to subordinate staff on scales of pay rising to Rs. 250 and over.

PART I.

Statement of gazetted officers on State-managed Railways and Officers of corresponding rank on Company-managed (Class I) Railways (excluding H. E. H. the Nizam's State and Jodhpur Railways) on the 1st April 1925, 31st March 1936 and 31st March 1937.

Name of Railway.	1st April 1925.											31st March 1936.											31st March 1937.										
		Indians.											Indians.											Indians.										
		Hindus.											Hindus.											Hindus.										
	Europeans.	Other than Depressed classes.	Depressed classes.*	Muslims.	*Anglo-Indians.	*Sikhs.	*Indian Christians.	*Parsis.	*Other communities.	Total.	Total number on the Railway (columns 2 *plus* 11).	Europeans.	Other than Depressed classes.	Depressed classes.	Muslims.	Anglo-Indians and domiciled Europeans.	Sikhs.	Indian Christians.	‡Parsis.	‡Other communities.	Total.	Total number on the Railway (columns 13 *plus* 22).	Europeans.	Other than Depressed classes.	Depressed classes.	Muslims.	Anglo-Indians and domiciled Europeans.	Sikhs.	Indian Christians.	Parsis.	Other communities.	Total.	Total number on the Railway (columns 24 *plus* 33).
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34
State-managed Railways.																																	
Burma	90	3	..	..	..	..	..	..	12	15	105	74	5	..	..	9	..	..	..	9	23	97	71	6	..	..	11	..	..	..	8	25	96
Eastern Bengal	79	31	..	3	..	..	..	..	12	46	125	55	47	..	7	10	1	2	..	..	67	122	51	47	..	7	12	1	1	..	..	68	119
East Indian	227	49	..	12	..	..	..	..	26	87	314	152	91	..	16	24	4	3	3	..	141	293	139	97	..	17	37	4	3	3	..	161	300
Great Indian Peninsula	175	18	..	5	..	..	..	..	23	46	221	141	34	..	12	8	..	9	7	1	71	212	139	39	..	11	11	..	8	6	1	76	215
North Western	192	60	..	13	..	..	..	..	28	101	293	128	80	..	27	13	14	5	..	..	139	267	123	83	..	28	14	15	5	..	..	145	268
Railway Board and Miscellaneous Offices.	59	8	..	3	..	..	..	..	14	25	84	41§	16	..	4	§7	1	2	..	..	§30	71	42	20	..	5	6	2	2	..	..	35	77
TOTAL	822	169	..	36	..	..	..	..	115	320	1,142	§591	278	..	66	§71	20	21	10	10	§471	1,062	565	292	..	68	91	22	19	9	9	510	1,075
Company-managed Railways.																																	
Assam Bengal	52	6	..	1	..	..	..	..	2	9	61	§38	§18	..	5	7	1	1	..	..	§32	70	35	18	..	7	6	1	1	..	..	33	68
Bengal Nagpur	170	27	..	5	..	..	..	..	19	51	221	§113	40	..	9	20	3	1	2	..	75	§188	106	42	..	12	22	4	1	2	..	83	189
Bengal and North-Western	55	3	..	1	..	..	..	..	..	4	59	§58	§9	..	4	§3	..	..	..	..	§16	§74	52	11	..	7	3	..	..	..	..	21	73
Bombay, Baroda and Central India	159	14	..	..	..	..	..	..	21	35	194	116	35	..	7	3	1	§3	8	..	§57	§173	110	34	..	9	4	1	4	8	..	60	170
Madras and Southern Mahratta	122	15	..	1	..	..	..	..	6	22	144	88	35	..	..	5	2	5	4	..	51	189	84	35	..	..	6	2	5	5	..	53	137
Rohilkund and Kumaon	12	1	..	..	..	..	..	..	..	1	13	10	2	..	3	..	1	..	..	..	6	16	11	2	..	2	1	1	..	..	..	6	17
South Indian	93	17	..	1	..	..	..	..	3	21	114	67	49	..	1	9	..	2	..	..	61	128	63	49	..	1	8	..	2	..	..	60	123
TOTAL	663	83	..	9	..	..	..	..	51	143	806	§490	§188	..	29	§47	8	§12	14	..	§298	§788	461	191	..	38	50	9	13	15	..	316	777
GRAND TOTAL	1,485	252	..	45	..	..	..	..	166	463	1,948	§1,081	§461	..	95	§118	28	§33	24	10	§769	§1,850	1,026	483	..	106	141	31	32	24	9	826	1,852

Statement showing the percentages of the relative strength of Europeans and Indians of various communities.

			1925.*	1936.	1937.
Europeans		State-managed Railways	71·98	§55·65	52·56
		Company-managed Railways.	82·26	§62·18	59·33
		TOTAL	76·23	§58·43	55·40
Indians	Hindus — Other than Depressed classes.	State-managed Railways	14·80	25·71	27·16
		Company-managed Railways.	10·30	§23·86	24·58
		TOTAL	12·94	§24·92	26·08
	Hindus — Depressed classes.	State-managed Railways	†	..	..
		Company-managed Railways.	†	..	..
		TOTAL	†	..	..
	Muslims	State-managed Railways	3·15	§6·21	6·32
		Company-managed Railways.	1·12	3·68	4·89
		TOTAL	2·31	5·14	5·72
	Anglo-Indians and domiciled Europeans.	State-managed Railways	*	§6·69	8·46
		Company-managed Railways.	*	§5·96	6·44
		TOTAL	*	§6·38	7·61
Indians—*concld.*	Sikhs	State-managed Railways	*	1·88	2·05
		Company-managed Railways.	*	1·02	1·16
		TOTAL	*	1·51	1·67
	Indian Christians	State-managed Railways	*	1·98	1·77
		Company-managed Railways.	*	§1·52	1·67
		TOTAL	*	§1·78	1·73
	Parsis‡	State-managed Railways	*	§0·94	0·84
		Company-managed Railways.	*	§1·78	1·93
		TOTAL	*	§1·30	1·30
	Other communities‡	State-managed Railways	*10·07	§0·94	0·84
		Company-managed Railways.	*6·32	..	..
		TOTAL	*8·52	§0·54	0·49
	TOTAL	State-managed Railways	28·02	§44·35	47·44
		Company-managed Railways.	17·74	§37·82	40·67
		TOTAL	23·77	§41·57	44·60

* Anglo Indians, Sikhs, Parsis and Indian Christians included in "Other communities" in 1925.

† Depressed class Hindus were included in Hindus in 1925.

§ Revised figures.

‡ Figures under "Other classes" given in the Report for 1935-36 have been divided under the two heads, *viz.*, "Parsis" and "Other communities."

PART II.

Statement of subordinates on scales of pay rising to Rs. 250 per mensem and over on Class I Railways (excluding H. E. H. the Nizam's State and Jodhpur Railways), on the 1st April 1925, 31st March 1936 and 31st March 1937.

Name of Railway.	1st April 1925.											31st March 1936.											31st March 1937.										
		Indians.											Indians.											Indians.										
		Hindus.											Hindus.											Hindus.										
	Europeans.	Other than Depressed classes.	‡Depressed classes.	Muslims.	†Anglo-Indians.	†Sikhs.	†Indian Christians.	†Parsis.	†Other communities.	Total.	Total number on the Railway (columns 2 *plus* 11).	Europeans.	Other than Depressed classes.	Depressed classes.	Muslims.	Anglo-Indians and domiciled Europeans.	Sikhs.	Indian Christians.	‖Parsis.	‖Other communities.	Total.	Total number on the Railway (columns 13 *plus* 22).	Europeans.	Other than Depressed classes.	Depressed classes.	Muslims.	Anglo-Indians and domiciled Europeans.	Sikhs.	Indian Christians.	Parsis.	Other communities.	Total.	Total number on the Railway (columns 24 *plus* 33).
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34
State-managed Railways.																																	
Burma	28	83	..	9	..	..	..	..	198	290	318	20	84	..	7	213	10	14	..	39	367	387	19	85	..	8	202	11	17	..	32	355	374
Eastern Bengal	143	106	..	5	..	..	..	..	163	274	417	54	168	..	9	163	5	3	..	..	348	402	56	180	..	9	156	6	3	..	2	356	412
East Indian	859	300	..	25	..	..	..	..	789	1,114	1,973	335	458	‡	57	990	17	12	3	3	1,540	1,875	343	474	2	81	960	17	11	2	3	1,550	1,893
Great Indian Peninsula	286	125	..	29	..	..	..	..	803	957	1,243	222	§226	2	36	600	17	97	39	31	1,048	1,270	212	234	1	36	594	12	89	36	30	1,032	1,244
North Western	401	328	..	123	..	..	..	..	378	829	1,230	244	350	†	189	383	98	32	22	8	1,082	1,326	222	376	..	216	365	106	22	22	15	1,122	1,344
Railway Board and miscellaneous offices.	*	*	..	*	*	*	*	*	*	*	*	2	§153	..	32	20	13	§6	..	..	§224	§226	2	152	..	37	21	14	5	..	..	229	231
TOTAL	1,717	942	..	191	..	..	..	..	2,831	3,464	5,181	877	§1,439	2	330	2,369	160	§164	64	§81	§4,609	§5,486	854	1,501	3	387	2,298	166	147	60	82	4,644	5,498
Company-managed Railways.																																	
Assam Bengal	22	23	..	4	..	..	..	..	46	73	95	13	37	..	5	44	2	..	..	4	92	105	13	42	..	5	42	3	4	..	4	100	113
Bengal Nagpur	333	140	..	13	..	..	..	..	403	556	889	§103	223	..	21	§462	17	13	‡	6	§742	845	119	222	..	21	430	18	14	3	3	711	830
Bengal and North-Western	31	15	..	2	..	..	..	..	59	76	107	14	21	..	7	57	1	1	..	..	87	101	17	22	..	6	56	1	1	..	1	87	104
Bombay, Baroda and Central India	155	253	..	25	..	..	..	..	506	784	939	121	310	‡	35	314	3	41	‡	118	821	942	170	301	5	35	268	3	42	94	23	771	941
Madras and Southern Mahratta	85	31	..	1	..	..	..	..	173	205	290	60	64	..	2	181	2	3	4	..	256	316	57	69	..	5	174	2	6	4	..	260	317
Rohilkund and Kumaon	6	5	..	1	..	..	..	..	13	19	25	7	3	..	2	9	..	..	..	..	14	21	5	2	..	2	10	..	..	..	..	14	19
South Indian	63	73	..	2	..	..	..	..	158	233	296	31	87	..	6	142	..	§9	..	§..	244	275	26	84	..	8	141	..	10	..	..	243	269
TOTAL	695	540	..	48	..	..	..	..	1,358	1,946	2,641	§349	745	..	78	§1,209	25	§67	4	§128	§2,256	2,605	407	742	5	82	1,121	27	77	101	31	2,186	2,593
GRAND TOTAL	2,412	1,482	..	239	..	..	..	..	3,689	5,410	7,822	§1,226	§2,184	2	408	§3,578	185	§231	68	§209	§6,865	§8,091	1,261	2,243	8	469	3,419	193	224	161	113	6,830	8,091

Statement showing the percentages of the relative strength of Europeans and Indians of various communities.

			1925.	1936.	1937.
Europeans		State-managed Railways	33·14	15·99	15·53
		Company-managed Railways.	26·32	§13·40	15·70
		TOTAL	30·84	§15·15	15·59
Indians	Hindus — Other than Depressed classes.	State-managed Railways	18·18	§¶26·27	27·30
		Company-managed Railways.	20·44	¶28·60	28·62
		TOTAL	18·95	§¶27·02	27·72
	Hindus — Depressed classes.	State-managed Railways	‡	‡	0·96
		Company-managed Railways.	‡	‡	0·19
		TOTAL	‡	‡	0·10
	Muslims	State-managed Railways	3·69	§6·01	7·04
		Company-managed Railways.	1·82	2·99	3·16
		TOTAL	3·05	5·04	5·80
	Anglo-Indians and domiciled Europeans.	State-managed Railways	†	§43·18	41·80
		Company-managed Railways.	†	§46·41	43·23
		TOTAL	†	§44·22	42·25
Indians—*concld.*	Sikhs	State-managed Railways	†	2·92	3·02
		Company-managed Railways.	†	0·96	1·04
		TOTAL	†	2·29	2·38
	Indian Christians	State-managed Railways	†	§2·99	2·67
		Company-managed Railways.	†	§2·57	2·97
		TOTAL	†	§2·86	2·77
	Parsis‖	State-managed Railways	†	‡	1·09
		Company-managed Railways.	†	‡	3·90
		TOTAL	†	‡	1·99
	Other communities‖	State-managed Railways	†44·99	§2·64	1·49
		Company-managed Railways.	†51·42	§5·07	1·19
		TOTAL	†47·16	§3·42	1·40
	TOTAL	State-managed Railways	66·86	84·01	84·47
		Company-managed Railways.	73·68	§86·60	84·30
		TOTAL	69·16	§84·35	84·41

* Not available. † Anglo-Indians, Sikhs, Parsis and Indian Christians included in "Other communities" in 1925. ‡ Not available separately. § Revised figures. ¶ Includes "Depressed classes".
‖ Figures under "Other classes" given in the Report for 1935-36 have been divided under the two heads, viz., "Parsis" and "Other communities".

It will be observed that the Indian element in the superior services has risen from 28·02 per cent. on State-managed and 17·74 per cent. on Company-managed Railways in 1925 to 47·44 per cent. on State-managed and 40·67 per cent. on Company-managed Railways in 1937. Among the Indians the percentage increase by communities in 1937 as compared with 1925 is shown below :—

—	State-managed. Percentages.		Company-managed. Percentages.	
	1925.	1937.	1925.	1937.
Hindus { other than depressed classes	14·80†	27·16	10·30†	24·58
Hindus { Depressed classes . .	†	..	†	..
Muslims	3·15	6·32	1·12	4·89
Anglo-Indians and domiciled Europeans.	*	8·46	*	6·44
Sikhs	*	2·05	*	1·16
Indian Christians	*	1·77	*	1·67
Parsis	*	0·84	*	1·93
Other Communities . . .	10·07*	0·84	6·32*	..

* Anglo-Indians, Sikhs, Parsis and Indian Christians included under "other communities" in 1925.

† Depressed classes were included among Hindus in 1925.

Turning to the subordinate staff on scales of pay rising to Rs. 250 per mensem and over, the corresponding figures are as under :—

—	State-managed. Percentages.		Company-managed. Percentages.	
	1925.	1937.	1925.	1937.
Europeans	33·14	15·53	26·32	15·70
Indians—				
Hindus { other than depressed classes.	18·18†	27·30	20·44†	28·62
Hindus { Depressed classes . .	†	0·06	†	0·19
Muslims	3·69	7·04	1·82	3·16
Anglo-Indians and domiciled Europeans.	*	41·80	*	43·23
Sikhs	*	3 02	*	1·04
Indian Christians . . .	*	2·67	*	2·97
Parsis	*	1·09	*	3·90
Other Communities . . .	44·99*	1·49	51·42*	1·19
Total Indians .	66·86	84·47	73·68	84·30

* Anglo-Indians, Sikhs, Parsis and Indian Christians included under "other communities" in 1925.

† Not available separately.

80. Representation of minority communities in railway services.— In the report for the year 1935-36, mention was made that to assist the Railway Board to watch the operation of the orders issued by the Government of India in regard to the representation of minority communities in railway services, an additional officer had been temporarily appointed at the Railway Board's headquarters with effect from the 17th October 1935. This officer continued to perform the duties assigned to his office during the year 1936-37.

The Railway Board have under consideration the question of authorising Agents of State-managed Railways to make direct recruitment to grades higher than the lowest in the subordinate services (intermediate grades) up to a limited percentage of vacancies per annum, subject to the observance of percentages fixed by the Government for the various minority communities.

The following figures show, by communities, the number and percentage of subordinate staff (excluding labourers and inferior servants) recruited on State and Company-managed Railways during the year 1936-37 :—

Statement showing the number of vacancies filled by direct recruitment in the Subordinate Services during the year 1936-37.

Name of Railway or office.	Europeans.		Hindus.				Minority communities recognised for the purpose of communal representation.										Other communities.		Total.
			Hindus other than Depressed Classes.		Depressed Classes.		Muslims.		Domiciled Europeans and Anglo-Indians.		Sikhs.		Indian Christians.		Parsis.				
	No.	Percentage of total (Col. 20.)	No.	Percentage of total (Col. 20.)	No.	Percentage of total (Col. 20.)	No.	Percentage of total (Col. 20.)	No.	Percentage of total (Col. 20.)	No.	Percentage of total (Col. 20.)	No.	Percentage of total (Col. 20.)	No.	Percentage of total (Col. 20.)	No.	Percentage of total (Col. 20.)	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
							(i) PERMANENT.												
State-managed Railways.																			
Eastern Bengal . . .	..	..	157	43.5	10	2.8	157	43.5	24	6.6	..	..	9	2.5	..	..	4	1.1	361
East Indian . . .	..	..	180	64.3	..	..	64	22.9	29	10.4	3	1.1	2	0.7	1	0.3	1	0.3	280
Great Indian Peninsula .	2	1.0	124	59.0	2	1.0	38	18.1	29	13.8	1	0.5	10	4.7	3	1.4	1	0.5	210
North Western . . .	1	0.6	36	22.6	5	3.2	89	56.0	7	4.4	18	11.3	3	1.9	..	..	..	..	159
Company-managed Railways.																			
Assam Bengal . . .	1	0.73	48	35.04	..	..	81	59.13	6	4.36	..	..	..	..	..	..	1	0.73	137
Bengal and North-Western .	1	0.5	124	63.6	..	..	51	26.2	12	6.2	..	..	6	3.0	..	..	1	0.5	195
Bengal Nagpur . . .	..	..	151	64.5	1	0.4	40	17.1	34	14.5	2	0.8	6	2.6	..	..	..	..	234
Bombay, Baroda and Central India.	6	3.3	98	53.6	..	..	25	13.6	23	12.6	1	0.5	18	9.8	6	3.3	6	3.3	183
Madras and Southern Mahratta.	..	..	146	56.1	4	1.5	27	10.4	54	20.8	..	..	27	10.4	2	0.8	..	..	260
Rohilkund and Kumaon .	..	..	23	65.7	..	..	8	22.9	4	11.4	..	..	..	..	..	..	..	..	35
South Indian . . .	..	..	105	65.2	2	1.2	8	5.0	24	14.9	..	..	22	13.7	..	..	..	..	161
Office.																			
Central Standards . .	..	..	2	100.0	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2
Supervisor, Railway Labour	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Chief Mining Engineer .	..	..	67	68.37	..	..	25	25.51	3	3.06	1	1.0	2	2.0	..	..	..	..	98
Central Publicity . .	..	..	1	100·0	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1

Government Inspectors of Railways.	..	..	..	..	..	..	..	..	..	..	1	100.0	..	..	..	..	..	..	1
Controller of Railway Accounts.	..	..	11	84.0	..	..	1	8.0	..	..	1	8.0	..	..	..	..	..	..	13
TOTAL .	11	0.5	1,273	54.6	24	1.0	614	26.4	249	10.7	28	1.2	105	4.5	12	0.5	14	0.6	2,330
State-managed Railways.								(ii) TEMPORARY.											
Eastern Bengal . .	..	..	447	47.0	2	0.2	446	47.0	49	5.1	2	0.2	5	0.5	..	..	..	..	951
East Indian . . .	..	..	455	67.3	2	0.3	148	21.9	63	9.3	7	1	1	0.2	..	..	..	..	676
Great Indian Peninsula .	..	..	122	76.2	4	2.5	15	9.4	8	5.0	..	..	10	6.3	1	0.6	..	..	160
North Western . . .	1	0.2	182	29.4	..	..	336	54.3	17	2.7	69	11.1	14	2.3	..	..	..	..	619
Company-managed Railways.																			
Assam Bengal . . .	..	..	15	38.4	..	..	20	51.3	3	7.7	1	2.6	..	..	..	..	..	..	39
Bengal and North Western.	..	..	57	67.1	..	..	23	27.1	2	2.3	..	..	3	3.5	..	..	..	..	85
Bengal Nagpur . . .	..	..	83	39.9	2	0.9	43	20.7	73	35.1	1	0.5	5	2.5	1	0.5	..	..	208
Bombay, Baroda and Central India.	..	..	116	67.5	..	..	38	22.1	4	2.3	3	1.7	9	5.2	2	1.2	..	..	172
Madras and Southern Mahratta.	..	..	112	83.6	1	0.7	6	4.5	8	6.0	..	..	7	5.2	..	..	..	..	134
Rohilkund and Kumaon .	..	..	19	73.1	..	..	5	19.2	..	..	..	..	2	7.7	..	..	..	..	26
South Indian . . .	..	..	50	56.8	3	3.4	14	15.9	11	12.5	..	..	10	11.4	..	..	..	..	88
Office.																			
Central Standards . .	..	..	2	15.4	..	..	8	61.6	..	..	3	23.0	..	..	..	..	..	..	13
Supervisor, Railway Labour.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Chief Mining Engineer .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Central Publicity . .	..	..	1	50·0	..	..	1	50·0	..	..	..	..	..	..	..	..	..	..	2
Government Inspectors of Railways.	..	..	..	..	..	..	1	100.0	..	..	..	..	..	..	..	..	..	..	1
Controller of Railway Accounts.	..	..	42	64.6	..	..	18	27.7	..	..	5	7.7	..	..	..	..	..	..	65
TOTAL .	1	..	1,703	52.6	14	0.4	1,122	34.6	238	7.4	91	2.8	66	2.1	4	0.1	..	..	3,239
GRAND TOTAL (both permanent and temporary).	12	0.2	2,976	53.4	38	0.7	1,736	31.2	487	8.7	119	2.1	171	3.1	16	0.3	14	0.3	5,569

The following figures show the overall percentage on both State and Company-managed railways during 1934-35, 1935-36 and 1936-37 :—

	1934-35.		1935-36.		1936-37.	
Europeans	*		0·19		**0·2**	
Hindus	65·20		57·09		**54·1**	
Muslims	17·45		28·50		**31·2**	
Anglo-Indians and Domiciled Europeans	12·13		8·33		**8·7**	
Sikhs	1·03		1·70		**2·1**	
Indian Christians	2·95	4·64	3·49	5·51	**3·1**	5·5
Parsis	0·66		0·32		**0·3**	
Other communities	0·58		0·38		**0·3**	

* In 1934-35 Europeans were not shown separately.

It will be observed from the figures given above that during the year under review direct recruitment to subordinate railway services of the different minority communities, for whom percentages have been fixed by the Government of India, was satisfactory.

81. Training of Staff.—*Area Schools.*—(a) *East Indian Railway School of Transportation, Chandausi.*—Traffic Inspectors courses were introduced, one Inspector from each division attending the school each month for instruction with the refresher course for assistant station masters. The total number of students attending the school increased slightly but the number of student days fell short of the figures for the previous year, on account of an increase in the number of short term courses. The cost per student day increased to Rs. 2-4 as compared with Rs. 1-14 during the previous year, due to the strengthening of the instructional staff at the school, an adjustment of outstanding electrical charges and an increase in messing charges.

(b) *Walton Training School, North Western Railway, Lahore Cantonment.*—The School continued the training of staff for the North Western Railway. The total number who attended the school during the year was 1,391, including probationary officers, as compared with 1,234 in 1935-36.

Two new training courses were introduced during the year.

The training refresher and promotion courses provided in the school for candidates and staff, including the probationary officers, of practically all the branches are of great advantage to the administration in improving the general standard of efficiency.

82. Improvements in the service conditions of the staff.—*Hours of Employment Regulations.*—Chapter VI of the Indian Railways Act, 1890 (as amended), which contains the legal provisions regarding the Hours of Employment and Periods of Rest of Railway Servants, and which, together with the statutory rules made thereunder and the subsidiary instructions issued by the Railway Board constitute the Hours of Employment Regulations, have, so far, been given statutory effect on the North Western, East Indian, Eastern Bengal, Great Indian Peninsula, Bombay, Baroda and Central India and Madras and Southern Mahratta Railways. The extension of these regulations to other railways was considered towards the close of the year 1936, and it was decided that they should be applied to the Bengal and North-Western Railway from the 1st October 1937. The question of the further extension of these regulations to other railways will be considered in due course.

83. Welfare.—(i) *Assistance to railway employees from railway funds towards education of their children.*—The recommendations of the Central Advisory Council on proposals formulated by the Government of India relating to the policy of railways in the matter of grant of assistance to railway employees towards the education of their children, received consideration and it was decided to make no change for the present.

View of Erecting Shops at Jamalpur.

(ii) *Staff Benefit Fund.*—The Staff Benefit Funds established on principal railways continued to provide various forms of amenities and relief to subordinate and lower paid staff.

(iii) *Railway Sports.*—The ninth annual Inter-Railway Athletic Tournament was held in the Irwin Amphitheatre on the 19th and 20th of March 1937. The Bombay, Baroda and Central India, Bikaner, East Indian, Eastern Bengal, Great Indian Peninsula, Jodhpur, Madras and Southern Mahratta, North Western, South Indian Railways and the Railway Board entered their teams. The North Western Railway won the tournament for the ninth year in succession.

For the field games a hockey tournament was held from the 15th to 17th and on the 21st, 22nd and 23rd of March 1937. The Bombay, Baroda and Central India, East Indian, Great Indian Peninsula, North Western, Madras and Southern Mahratta, His Exalted Highness the Nizam's State Railways and Railway Board teams competed. The North Western Railway won the tournament; the Madras and Southern Mahratta Railway being the runners-up.

84. Report of the Royal Commission on Labour.—Certain recommendations of the Royal Commission on Labour concerning railways still remain to be decided, the more important being those relating to the establishment of a Joint Standing Machinery for the settlement of disputes. It has been decided not to accept the recommendation that workers required, after confirmation, to undergo periodical medical examination should have the right to be examined, if they desired by an independent specialist, as railway medical officers are adequate for the purpose; and so long as railway administrations are responsible for the safety of the travelling public they must be guided by the opinion of the principal or Chief Medical Officers of Railways to whom employees, who have been examined by District Medical Officers, have a right of appeal. It has also been decided not to preclude railway medical officers from private practice. Agents of State-managed Railways have, however, been advised to instruct their Chief Medical Officers to see that District Medical Officers do not indulge in private practice to an extent which prevents them from carrying out properly their duties to the railway staff and their families.

85. Security of Service-Rules regulating discipline and rights of appeal.—In paragraph 81 of the report for 1935-36 mention was made of the promulgation of the " Rules regulating the discipline and rights of appeal of non-gazetted railway servants ", in supersession of the rules regulating the discharge and dismissal of non-gazetted employees, which were in force previously. Certain minor amendments were made to the former rules, principal among them being changes in rules 8 and 11 referring to the removal of an employee from service in exceptional circumstances and provision of discretionary power for competent authority to allow an employee, who may have been placed under suspension, to resume duty in certain circumstances.

86. Meetings with the All-India Railwaymen's Federation.—During the period under review the Railway Board met the representatives of the All-India Railwaymen's Federation on two occasions, once in July 1936 and again in February 1937. The subjects discussed at the meeting held in July 1936 were the Railway Board's rules relating to staff retrenchments and the employment of retrenched staff, new scales of pay and grievances of accounts staff so far as these subjects related to State-managed Railways. At the meeting held in February 1937 the following subjects were discussed :—

(i) Draft payment of Wages (Railways) Rules published by the Government of India, in the Department of Industries and Labour, Notification No. L. 3070, dated the 15th October 1936; and

(ii) the establishment of Joint Standing Machinery for dealing with industrial relations on Railways.

The suggestions put forward by the All-India Railwaymen's Federation at these two meetings are under the consideration of the Railway Board.

87. Bengal Nagpur Railway Strike.—The Agent, Bengal Nagpur Railway, reported to the Railway Board in a telegram, dated the 14th December 1936, that in response to general strike called by the Bengal Nagpur Railway Indian Labour Union from 22 hours on the 13th December, labour force at Khargpur shops did not attend work on the 14th December. He also reported that certain elements of inferior yard and running staff absented themselves from duty at main centres such as Shalimar, Khargpur, Bhojudih and Adra.

The circumstances leading to the strike were that 27 cooly mechanics of train examining branch at Bhojudih in Adra District who were surplus to requirements, were, as an alternative to discharge, offered employment elsewhere in a lower grade and on lower scale of pay, pending re-absorption in the former grade as vacancies occurred. These men, acting on the advice of the Bengal Nagpur Railway Indian Labour Union, stated that they were willing to go on transfer provided they were neither reduced in grade nor in pay but refused to accept the offer of employment on lower grade or lower pay. After giving the men ample time for reconsideration, the railway administration issued notices of discharge. Certain other train examining and shed staff, about 1,000 in number, absented themselves from duty without warning. These men were allowed 24 hours to resume work, and those who failed to do so were dismissed. The Bengal Nagpur Railway Indian Labour Union subsequently issued a call for a general strike, which met with considerable response.

Coaching services were maintained and goods services in the mineral, colliery, Khargpur and East Coast areas up to 80 per cent. and in Central Provinces area up to 50 per cent. of normal. The strike continued for sometime without any event of great importance. On the 14th January 1937, the Government of India announced that they had declined an application for the appointment of a Board of Conciliation under the Trade Disputes Act in connection with the strike, and that though no further application had been made the Government of India had considered the appointment of a Court of Inquiry to enquire into certain matters connected with the dispute and had decided that there was no justification for appointing such a Court. The strike was ultimately called off by the Bengal Nagpur Railway Indian Labour Union from 22 hours on the 10th February 1937. The Agent agreed to permit the 27 cooly mechanics who were discharged from service during the commencement of the strike to resume duty in the lower grade with the assurance of restoration to their former grade as vacancies occurred. The Agent also agreed that the men who had refused to work without warning and who were dismissed would be reinstated with the exception of approximately 50 men whose places had been permanently filled and who would be placed on a waiting list and re-employed as suitable vacancies occurred. On the 19th February 1937, the Agent informed the Bengal Nagpur Railway Indian Labour Union, Khargpur, that in view of the actions of its responsible representatives during the previous eight months and of the attitude adopted by the Union in connection with the events which culminated in the strike, it was clear that the administration could have no confidence in the Bengal Nagpur Railway Indian Labour Union as then constituted and administered and that in accordance with the warning which had been communicated to the Union in October 1936 official recognition was withdrawn.

Mr. Giri, the President of the Bengal Nagpur Railway Indian Labour Union, made certain allegations that the Bengal Nagpur Railway administration had failed to implement the terms of settlement on which the strike was called off by the Bengal Nagpur Railway Indian Labour Union and that the withdrawal of recognition of the Union was not justified. In a communique dated the 25th March 1937 the Railway Board announced that with the full concurrence of the Agent, Bengal Nagpur Railway, they had decided

to appoint Mr. R. F. Mudie, C.I.E., O.B.E., I.C.S., to hold an enquiry with the following terms of reference:—

> " To enquire into and report on the allegations made by the President of the Bengal Nagpur Railway Indian Labour Union that the Bengal Nagpur Railway administration had failed to implement the terms of settlement of the strike as communicated by the Agent of the Bengal Nagpur Railway under his letter No. J. I, dated the 6th February 1937, to the President of the Bengal Nagpur Railway Indian Labour Union and accepted by the Union. Further to report whether the action of the Bengal Nagpur Railway administration in withdrawing recognition from the Union as at present constituted and administered was justified and whether the continued withholding of recognition was desirable."

It was also announced in the same communique that Lt.-Col. H. W. Wagstaff, M.C., R.E., Supervisor, Railway Labour, would be associated with Mr. Mudie as an adviser and that the inquiry was expected to commence about the middle of April 1937.

CHAPTER VII.

AMENITIES FOR PASSENGERS.

88. Railways have been steadily and systematically pursuing their policy of effecting improvements making for the greater comfort and convenience of passengers to the fullest extent to which funds are available. The following indicate broadly the policy followed:—

(a) *Train services.*—1,968,000 more passenger train miles were run and greater recourse was had to the provision of light trains giving more frequent and rapid service on certain sections;

(b) *Conveniences.*—Programmes were drawn up and worked to for the provision of additional waiting rooms and halls, covered and raised platforms, separate refreshment rooms for Hindus and Mahomedans and vendors' stalls;

Arrangements for the supply of drinking water were improved, and special action taken to ensure the washing, cleaning and disinfection of carriages, and particularly latrines in third class carriages.

(i) *Passenger train services.*

Many alterations were made in the train services to meet the changing demands of passenger traffic. Some of the more important changes are indicated below:—

Assam Bengal Railway.—Sanction was obtained to the maximum speed limit permissible over many sections being increased and the speed of trains accordingly accelerated generally. An additional fast train in each direction was introduced between Laksam and Ashuganj, also a through service between Silchar and Lalabazar. Through carriages between selected sections were also introduced. To improve communication between Calcutta and Upper Assam the Pandu-Lumding mixed trains were speeded up and connected with Eastern Bengal Railway trains at Amingaon, which enabled Upper Assam passengers to arrive Calcutta in the morning and leave at night.

Bengal and North-Western Railway.—One express train each way between Katihar and Cawnpore *viâ* the Muzaffarpur loop was introduced.

On each of the sections Gonda to Sitapur, Samastipur to Darbhanga, Sakri to Jaynagar and Sonepore to Chupra an additional passenger train was run.

One mixed train each way between Narkatiaganj and Bairagnia was converted to passenger and its run was extended to and from Darbhanga.

A light passenger train between Muzaffarpur and Bettiah was extended to and from Narkatiaganj.

Fifteen mixed trains each way running on nine sections were converted into passenger trains to provide a quicker service.

Bengal Nagpur Railway.—Nine additional local train services were introduced: of these some were light trains running only on selected days of the week, the days changing according to local needs.

Bombay, Baroda and Central India Railway—(Broad gauge).—The Frontier Mail from Bombay to Delhi was speeded up by 49 minutes.

Shuttle services between Daman Road and Bulsar (two trips each way), between Samni and Vagra were introduced.

The up and down mixed third class trains between Godhra and Dohad were extended to run to and from Baroda.

The steam shuttle between Borivli and Virar was replaced by the extension of the electric service.

Metre gauge.—The speeds of one passenger train from Agra and of two on the Malwa section were accelerated.

The timings of services on the Rewari-Bhatinda-Fazilka and the Cawnpore-Achnera sections were revised so as to suit local needs.

Through trains from Delhi to Ahmedabad were speeded up.

Burma Railways.—The Rangoon-Mandalay mail and express trains were speeded up by nearly two hours.

Through coaches for all classes were run on the Pyinmana-Kyaukpadaung branch and for upper class passengers only to Kalaw and Maymyo. As the stoppage of local trains at level crossings had proved satisfactory, 23 additional level crossing halts were introduced.

Eastern Bengal Railway.—The following extra trains were introduced :—

(i) Two shuttle trains each way between Ishurdi and Rajshahi and Parbatipur and Saidpur respectively.

(ii) One extra train each way between Calcutta and Naihati, Lalmanirhat and Amingaon, Rupsa East and Bagerhat.

(iii) Two extra trains each way between Narayanganj and Dacca.

East Indian Railway.—28 passenger trains (including ten light trains) were introduced on eleven sections and 14 uneconomical trains were withdrawn from seven sections.

The Delhi-Dehra Dun mixed and the Howrah-Dehra Dun expresses were amalgamated at Hardwar and run to Dehra Dun.

Sentinel coach services running on two sections were replaced by light train services.

The run of many trains was extended. The Sealdah-Delhi express running *viâ* Benares Cantonment was replaced by a Howrah-Delhi express running *viâ* Mirzapur.

Great Indian Peninsula Railway.—One shuttle train each way was introduced between Bhusaval and Khandwa, Kalyan and Kasara, Kalyan and Karjat and Bombay-Kalyan.

The up and down Jhansi passenger trains, Asangaon shuttles, and Badlapur shuttles were extended to and from Delhi, Atgaon and Karjat, respectively.

The passenger train running between Poona and Lonavla was extended up to Kalyan.

The up and down North-East parcels trains between Bombay and Delhi, two passenger trains between Bombay and Karjat, one mixed train each way between Agra and Bah and another between Agra City and Agra Cantonment and one mixed train each way between Karanja and Yeotmal were cancelled.

Jodhpur Railway.—On each of the sections—Jodhpur to Merta Road, Merta Road to Kuchaman Road, Chilo to Merta Road and Hyderabad (Sind) to Mirpur Khas, one mixed train each way was converted to a passenger train; also the mixed train running from Jodhpur to Luni Junction was similarly converted. One mixed train each way between Marwar Junction and Jodhpur and two mixed trains each way between Marwar Junction and Phulad were also introduced.

Madras and Southern Mahratta Railway (Broad gauge).—One passenger train each way was cancelled between Madras and Bitragunta and local requirements catered for by stopping the up and down Grand Trunk expresses at important stations. This arrangement was subsequently modified by extending the run of the passenger trains over the Bitragunta-Gudur section and cancelling certain stops of the expresses.

Two passenger trains running between Tenali and Chirala were extended to Vetapalemu. A passenger train was put on from Bezwada to Cocanada in the afternoon in place of the one formerly leaving in the morning.

With the increase of the maximum permissible speed from 30 to 45 miles per hour on the Nidadavolu-Narasapur branch, an accelerated service was run with four passenger trains and one mixed train in each direction in place of the previous one passenger and three mixed.

The Madras suburban service was re-arranged to provide quicker transport between suburban stations in Madras. The maximum permissible speed on the double line between Madras and Arkonam was increased from 60 to 70 miles per hour and the service accelerated wherever possible.

Metre gauge.—Two additional light passenger trains each way were introduced on the Gudivada-Masulipatam section, also one additional light train on the Gudivada-Bhimavaram section and three additional light trains in each direction between Hubli and Gadag were introduced. These measures afforded service at more frequent intervals.

North Western Railway.—In all 44 additional trains were introduced on 21 sections, aggregating to an increase of about 1,460 train miles per day. Seventeen unremunerative trains accounting for 1,142 train miles daily were cancelled.

With a view to speed up rail travel, on the broad gauge, the number of mail and express trains was increased from 23 (31st March, 1936) to 33 (31st March, 1937) and the number of other passenger trains was reduced from 342 to 334 by the elimination of uneconomical trains.

Rohilkund and Kumaon Railway.—Light passenger trains at accelerated speeds were run between Bareilly and Kathgodam and Bareilly and Mailani.

South Indian Railway—Broad gauge.—24 additional trains were introduced and the runs of 30 trains were extended.

Metre gauge.—50 additional trains were introduced and the runs of 27 trains were extended. A number of short distance trains were introduced chiefly on sections affected by bus competition. There was a general speeding up of trains. A through service between Jalarpet and Mangalore, connecting at Jalarpet, with Bangalore expresses to and from Madras Central, was arranged thus providing a through connected service between Madras Central and Mangalore.

Narrow gauge.—Train services were increased and halts provided to pick up passengers between stations.

(ii) *Booking Offices and Out-agencies.*

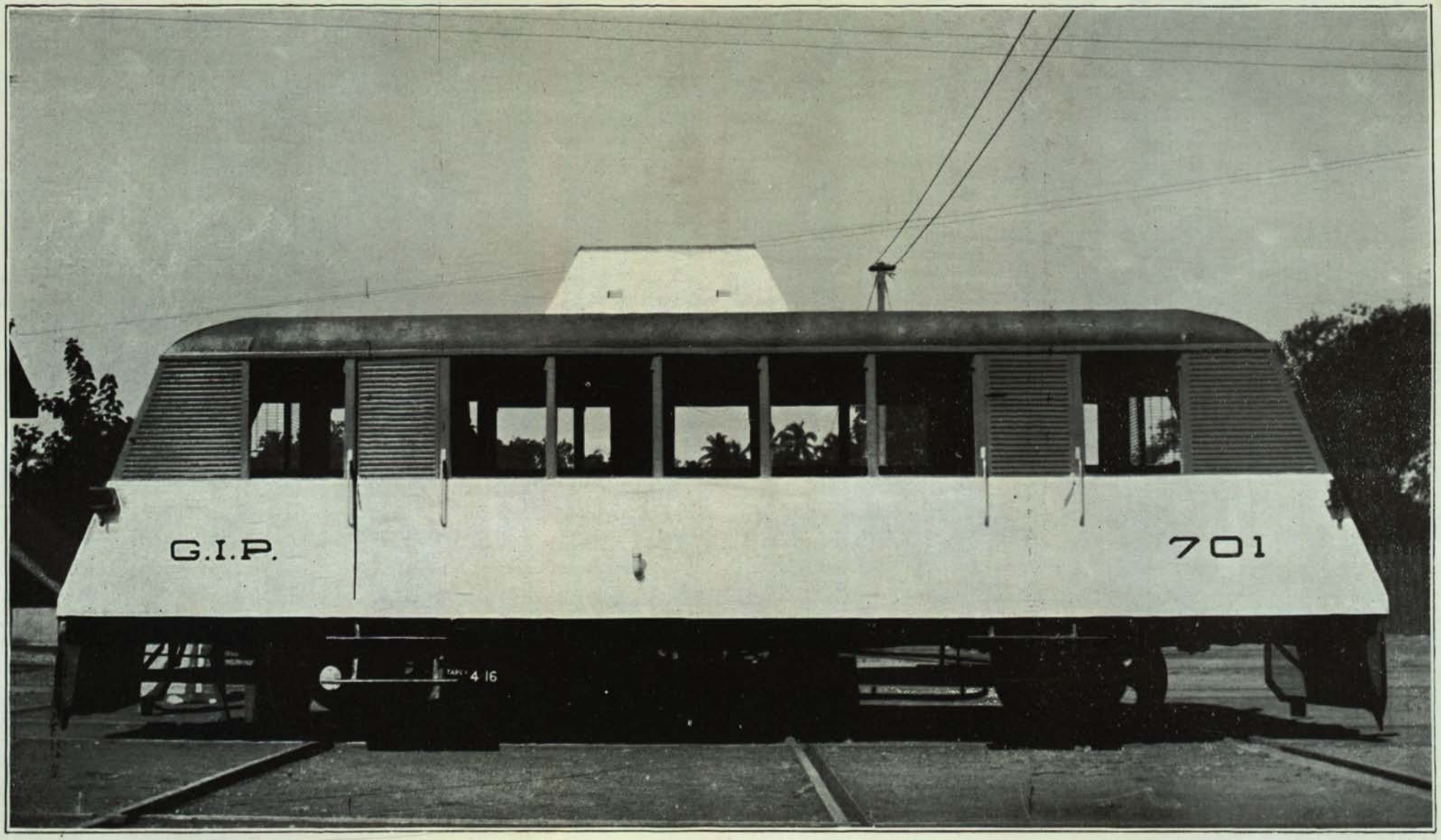
Assam Bengal Railway.—An additional booking office was opened at Chittagong. Temporary booking offices were opened at four stations during *melas*. Three new halts were opened.

Bengal and North-Western Railway.—At Benares (Sikroul) a branch booking office was opened for local booking of passengers. An extra ticket window was provided at Bairagnia. During *melas* twenty-six temporary booking offices were opened at eleven stations. Marufganj out-agency usually open for goods and parcels booking was opened temporarily for passenger booking.

At Kanauli, served by Bhaptiahi station, an out-agency was opened for goods and parcels traffic.

Bombay, Baroda and Central India Railway.—On the broad gauge, the flag station at Sewar was re-opened and on the metre gauge a new flag station was opened at Sanathal. Four additional halts were provided on the Daman Road-Bulsar section (broad gauge); and two more halts on the metre gauge. A new booking office for the issue of intermediate and third class main line tickets was opened at Church Gate station.

Eastern Bengal Railway.—Additions and alterations were made to the booking and parcel office at Koilaghat Street, Calcutta; the booking office at Rajbari was extended.



Broad Gauge Rail Car fitted with Ford Engine.

East Indian Railway.—Dakhineswar, Bally Ghat, Chandari, Khalari, Kumardubi, Loknath and Saiyid Sarawan flag stations were opened for passenger and parcel traffic. Thirteen other stations on commercial sidings serving sugar mills, paper mills, etc., were opened for various descriptions of goods traffic. Fifteen traffic sidings were also opened. Two out-agencies were opened at Ranchi and Bindki. The booking and enquiry office at Mussoorie Town agency was opened for the sale of tickets, etc.

Madras and Southern Mahratta Railway.—An out-agency for goods and parcels traffic was opened at Wai, served by Wathar station between Miraj and Poona. Out-agencies served by Bezwada station, were also opened at Jaggayyapeta, Nandigama and Kanchikacherla.

North Western Railway.—As usual a booking office for passengers and luggage was opened on the Mall at Simla during the summer season. A booking office at Montgomery Town was opened for passenger traffic only.

South Indian Railway.—New stations were opened at Valadi, Tiruttangal, Vaithilingapuram, Edavai, and Payyoli.

(iii) *Waiting rooms and waiting halls.*

Assam Bengal Railway.—Additional waiting rooms were provided at Thanda Kalibari, Haibargaon, Sibsagar Town and Chitosi Road. A new station with waiting rooms for upper and lower class passengers, at Chandpur-Kalibari and another lower class waiting room at Sapekhati were under construction. Cement benches were provided in the waiting halls at Pahartali, Dhalghat, Akhaura, Salda Nadi and Haibargaon stations.

Bengal and North-Western Railway.—One additional upper class waiting room was provided at Mohammadpur, and third class passenger halls built at Barauni Junction, Chowka Ghat, Nautanwa and Mahendru Ghat.

Bengal Nagpur Railway.—Waiting rooms were provided at Bankura and Vizianagram for intermediate class passengers. The third class waiting hall at Kalunga was cemented.

Bombay, Baroda and Central India Railway.—Waiting halls were provided at Dahisar, Kashipura, Vangaon and Bijwasam and an additional hall at Khar. The flooring of the third class waiting halls at Palej was improved.

Eastern Bengal Railway.—An upper class ladies' waiting room was provided at Malda. The waiting room at Siliguri was improved and the sanitary fittings renovated. A passenger waiting hall was built at Rajbari, also a third class waiting room for ladies at Badarganj. The intermediate and third class waiting halls at Naihati was improved.

East Indian Railway.—The following additional waiting rooms or halls were provided—

(*a*) Intermediate class—
46 for general use.
12 for ladies.

(*b*) Third class—
18 for general use.

Great Indian Peninsula Railway.—A third class waiting hall was provided at Pardhade. Waiting halls at Mandwa and Pagdhal were paved. The third class waiting hall at Kurla was improved. The remodelled Junnar Deo station, built on the townside, included a third class waiting hall, an upper class waiting room and a foot overbridge.

Jodhpur Railway.—A third class waiting room was provided at Baitu.

Madras and Southern Mahratta Railway.—Waiting halls were opened at Kondagunta and Angalakuduru.

His Exalted Highness the Nizam's State Railway.—An upper class waiting room was constructed at Kamaredi. Improvements were made to the

ladies' and gentlemen's waiting rooms at Nizamabad. Water taps were provided in the lavatories of waiting rooms at Aurangabad, Jalna and Nizamabad.

North Western Railway.—First and second class waiting rooms for ladies and gentlemen were provided at Qadian and Qila Sheikhupura. Waiting halls for intermediate and third class passengers were provided at Wazirabad, Karachi City, Sood and Harnai: waiting rooms for ladies only being provided at the first two stations. The tiled floors of the first class (ladies) and intermediate class (gentlemen) waiting rooms at Lahore were renewed. An Indian lavatory was provided in the ladies' waiting room at Gujranwala Town.

Rohilkund and Kumaon Railway.—The Indian ladies' waiting rooms at Sitapur and Lucknow City were improved.

South Indian Railway.—A waiting hall was provided at Karuppatti. Fourteen additional benches were provided in the third class waiting halls at nine stations.

The following statement summarises the number of waiting rooms and waiting halls provided on each Class I railway for the use of intermediate and third class passengers:—

—	A. B.	B. & N. W.	B. N.	B., B. & C. I.	Burma.	E. B.	E. I.	G.I.P.	Jodh-pur.	M. & S. M.	N. S.	N. W.		R. & K.	S. I.
												C.	S.		
1. Total number of stations open for passenger traffic.	295	352	514	633	452	451	765	559	157	539	201	868	180	97	607
2. Number of stations at which waiting rooms or halls have been provided for intermediate class passengers:—															
(i) generally	11	5	14	1	..	8	94	*Nil*	*Nil*	*Nil*	*Nil*	12	3	*Nil*	*Nil*
(ii) for women only	59	10	14	1	..	4	49	*Nil*	*Nil*	*Nil*	*Nil*	15	2	3	*Nil*
3. Number of stations at which third class waiting rooms or halls have been provided:—															
(i) generally	238	250	461	478	452	425	397	467	107	495	201	664	110	95	587
(ii) for women only	128	34	69	2	*Nil*	313	162	13	4	14	2	48	12	12	13
4. Percentage of stations at which waiting rooms or halls have been provided as compared with the total number of stations open for passenger traffic:—															
(i) for intermediate class, generally	3·73	1·42	2·72	0·16	..	1·77	12·3	*Nil*	*Nil*	*Nil*	*Nil*	1·38	1·67	*Nil*	*Nil*
(ii) for intermediate class, women only.	20·0	2·84	2·72	0·16	..	0·88	6·41	*Nil*	*Nil*	*Nil*	*Nil*	1·73	1·11	3·09	*Nil*
(iii) for third class, generally	80·7	71·0	89·7	75·5	100·0	94·2	51·9	83·5	68·1	91·7	100·0	76·5	61·1	97·9	96·7
(iv) for third class, women only	43·4	9·66	13·4	0·32	*Nil*	69·4	21·2	2·33	2·55	2·59	0·99	5·53	6·67	12·4	2·14

C.=Commercial. S.=Strategic.

(iv) The following statements show the present position in regard to platforms generally:—

(a) *Number of stations provided with covered platforms.*

—	A. B.	B. & N. W.	B. N.	B., B. & C. I.	Burma.	E. B.	E. I.	G.I.P.	Jodh-pur.	M. & S. M.	N. S.	N. W.		R. & K.	S. I.
												C.	S.		
1. Total number of stations open for passenger traffic.	295	352	514	633	452	451	765	559	157	539	201	868	180	97	607
(i) Class D (or flag) stations	98	21	67	119	91	124	130	85	58	86	63	249	34	5	147
(ii) Other than class D (or flag) stations.	197	331	447	514	361	327	635	474	99	453	138	619	146	92	460
2. (i) Number of stations at which there are two or more platforms.	22	31	83	107	77	87	391	190	8	55	23	216	22	4	80
(ii) Total number of platforms at such stations.	53	76	176	262	158	233	970	452	25	155	56	514	27	12	216
(iii) Total number of covered platforms at such stations.	4	*Nil*	4	176	73	116	226	125	1	68	12	144	3	10	93
(iv) Percentage of (iii) to (ii)	7·55	*Nil*	2·27	67·2	46·2	49·8	23·3	27·6	4·00	43·9	21·4	28·0	11·1	83·3	43·1
3. (i) Number of stations other than class D at which there is only one platform.	175	300	374	354	296	245	301	311	91	398	127	322	132	88	380
(ii) Number of such stations at which there are covered platforms.	*Nil*	*Nil*	1	5	4	*Nil*	59	9	*Nil*	22	*Nil*	8	1	*Nil*	6
(iii) Percentage of (ii) to (i)	*Nil*	*Nil*	0·27	1·41	1·35	*Nil*	19·6	2·89	*Nil*	5·53	*Nil*	2·48	0·76	*Nil*	1·58

C.=Commercial. S.=Strategic.

New Platform Roof at Kalka Station built according to Central Standards Office design.

(b) *Number of stations provided with platforms above rail level.*

	—	A. B.	B. & N. W.	B. N.	B., B. & C. I.	Burma.	E. B.	E. I.	G.I.P.	Jodh-pur.	M. & S. M.	N. S.	N. W.		R. & K.	S. I.
													C.	S.		
1.	Total number of stations open for passenger traffic.	295	352	514	633	452	451	765	559	157	539	201	868	180	97	607
	(i) Class D (or flag) stations . .	98	21	67	119	91	124	130	85	58	86	63	249	34	5	147
	(ii) Other than class D (or flag) stations.	197	331	447	514	361	327	635	474	99	453	138	619	146	92	460
2.	(i) Number of stations other than flag stations at which there are more than one platform.	22	31	76	100	62	82	371	162	8	55	10	209	11	9	80
	(ii) Total number of platforms at such stations.	53	76	159	246	128	221	936	396	25	156	30	500	27	24	216
	(iii) Total number of platforms at such stations above rail level.	5	62	132	229	50	186	600	314	18	156	29	588	21	20	146
	(iv) Percentage of (iii) to (ii) . .	9·43	81·6	83·0	93·1	39·1	84·2	64·1	79·2	72·0	100·0	96·7	76·6	77·8	83·3	67·6
3.	(i) Number of stations at which there is only one platform.	278	321	428	486	375	364	359	344	149	484	178	485	168	87	527
	(ii) Number of such stations at which platforms are above rail level.	6	158	123	197	39	135	171	196	7	319	70	191	90	27	279
	(iii) Percentage of (ii) to (i) . .	2·20	49·2	28·7	40·5	10·4	37·1	47·6	56·9	4·70	65·9	39·3	39·4	53·6	31·0	52·9

C. = Commercial. S. = Strategic.

(v) *Refreshment rooms for Hindus and Mahomedans.*

The table below shows the number of stations on Class I Railways, provided with refreshment rooms separately and jointly for Hindus and Mahomedans on 31st March 1937, and of these the additions that were made during 1936-37.

Name of Railway.	NUMBER OF STATIONS PROVIDED WITH REFRESHMENT ROOMS FOR THE USE OF			NUMBER OF REFRESHMENT ROOMS WHICH WERE PROVIDED DURING THE YEAR.		
	Hindus and Mahomedans.	Hindus only.	Mahomedans only.	Hindus and Mahomedans.	Hindus only.	Mahomedans only.
Assam Bengal	5	1	..	..	2	..
Bengal and North-Western . .	..	10	10	..	1	1
Bengal Nagpur	13	..	..	..	..	..
Bombay, Baroda and Central India	..	8	5	..	..	..
Eastern Bengal	2	13	8	..	..	..
East Indian	15	4	4	..	..	..
Great Indian Peninsula . . .	..	5	5	..	..	..
Jodhpur	3	1	..	..	..	..
Madras and Southern Mahratta‡ .	..	34*	7	..	..	..
His Exalted Highness the Nizam's State.	10	..	..	..	..	..
North Western	..	22	22	..	..	..
Rohilkund and Kumaon . .	1	..	..	..	..	..
South Indian	34	..	5	..	..	..

* Hindu refreshment rooms though run on Hindu lines supplying vegetarian Hindu food are open to other communities also.

‡ One Indian Christian refreshment room is also run of Mormugao Harbour.

(vi) *Vendors' stalls in waiting halls and on platforms.*

Assam Bengal Railway.—A standard tea stall with a kitchen for the use of Marwaris was provided at Pandu and one for Mahomedans at Manipur Road.

Bengal and North-Western Railway.—Vendors' stalls are provided at 38 stations. Tea stalls are also in use at 12 stations.

Bengal Nagpur Railway.—There are vendors' stalls at 65 stations.

Bombay, Baroda and Central India Railway.—Stalls are provided at 85 stations on the broad gauge and 32 stations on the metre gauge. Stalls were open during the year at Bombay Central (Local), Goregaon, Kandivlee, Dahisar, Bhayndar, Nalla-Sopara and Netrang.

Burma Railways.—There are 330 platform vendors and 391 stall vendors.

Eastern Bengal Railway.—There are vendors' stalls at 74 stations. New stalls were opened at Radhikapur, Rangapara North and Gafargaon. The stalls at Mathurapur Road, Lakshmikantapur, Goalundo and Nabadwip Ghat were closed for want of sufficient patronage.

East Indian Railway.—There are stalls at 115 stations. New stalls were opened at the following ten stations:—

Suri.	Sarsaul.
Sitarampur.	Akbarpur.
Ranchi Road.	Moradabad.
Chola.	Roorki.
Naini.	Gajroula.

Great Indian Peninsula Railway.—Sweetmeat, fruit and tea stalls operated at 134 stations. A new stall was provided at Niphad.

Jodhpur Railway.—Vendors' stalls are provided at nine stations. One stall was opened during the year at Patoyun.

Madras and Southern Mahratta Railway.—136 stalls are in service.

His Exalted Highness the Nizam's State Railway.—123 stalls are in service.

North Western Railway.—Stalls are in service at 125 stations. Four stalls one each at Nabha and Simzai and two at Sakrand were provided. Two tea stalls at Chichoki Mallian were shifted to Qila Sheikhupura. The usual arrangement for providing tea tables in addition to stalls at certain important stations was continued.

Rohilkund and Kumaon Railway.—13 stations are provided with stalls.

South Indian Railway.—Tea stalls were opened at Fernhill, Tirukoilur, and Coonoor, fruit stall bunks at Satur and Shoranur and a Mahomedan light refreshment stall at Podanur. At the end of the year there were 170 stalls.

The following statement summarises the number of stations on Class I Railways, at which there were vendors' stalls:—

Railway.	Number of stations at which stalls were in service on 31st March, 1937.	Number of stalls opened during the year.
Assam Bengal	52	2
Bengal and North-Western	38	..
Bengal Nagpur	65	..
Bombay, Baroda and Central India	124	7
Burma	391*	..
Eastern Bengal	74	3
East Indian	115	10
Great Indian Peninsula	134	1
Jodhpur	9	1
Madras and Southern Mahratta	128	..
His Exalted Highness the Nizam's State	112	..
North Western	125	4
Rohilkund and Kumaon	13	..
South Indian	100	..

* Stall vendors.

(vii) *Water supply for passengers.*

Assam Bengal Railway.—(a) *Large stations.*—Water taps are provided on the platforms and at train times watermen are also employed at a number of stations to supply drinking water.

(b) *Small stations.*—A supply of clean chlorinated water is always available at all stations, in addition, English filters are provided at twenty-four stations.

Tube wells were provided at Chowdhurihat, Kanchannagar, Katakhal and Lanka and an ordinary well at Kayasthagram. One drum on wheels was provided at Chittagong to supply water to passengers.

27 watermen were permanently employed at 25 stations and an additional waterman was employed at Chittagong during the hot weather months.

Bengal and North-Western Railway.—(a) *Large stations.*—Hydrants are provided on station platforms. Water is also supplied to passengers in trains by watermen provided with wheeled water tanks and buckets.

(b) *Small stations.*—Fresh cool drinking water is kept ready in buckets in station verandahs and supplied to passengers in trains by watermen or other staff specially deputed for the purpose. At engine watering stations hydrants are also provided for the supply of fresh water to passengers.

124 watermen were permanently employed at 99 stations: 154 additional watermen were engaged temporarily during the hot weather months.

Bengal Nagpur Railway.—(a) *Large stations.*—Water taps are provided on station platforms and in waiting halls. Watermen also attend all passenger trains with water in drums on wheels: these drums are kept in especially designed shelters in order to keep the water cool.

(b) *Small stations.*—136 drums on wheels have been provided for the supply of water through watermen.

During the year 14 drinking water shelters were provided. 3 water taps were fixed in third class waiting halls of 3 stations and 4 additional taps were provided on the platform at Chhindwara.

175 watermen were permanently employed at 133 stations and 108 additional watermen were engaged temporarily during the hot weather months.

Bombay, Baroda and Central India Railway.—(a) *Large stations.*—Hydrants are provided at suitable points on station platforms and in waiting halls. Water huts are also erected for the storage of cold water in earthenware pots. Permanent Hindu and Mahomedan watermen supplemented by temporary men in the summer season were employed for distribution of water to passengers in trains.

(b) *Small stations.*—Where no hydrants are provided, permanent watermen helped by temporary hands engaged for the hot weather months supplied cool drinking water from special huts erected on the platforms.

At 31 stations on the broad gauge and at 304 stations on the metre gauge, 42 and 477 watermen, respectively, were employed permanently. In addition 102 and 39 temporary watermen were provided.

Burma Railways.—In addition to the provision of hydrants on the platforms at all principal stations 23 watermen were also employed.

Eastern Bengal Railway.—Tube wells were provided at Lalmanirhat, Behariganj and Birati and pipe lines with hydrants were laid at Kasim Bazar and Dhubri.

102 permanent watermen were employed at broad gauge stations. In addition 11 watermen were employed temporarily during the hot weather months.

East Indian Railway.—Hydrants are provided at large stations. A trellis type of kiosk and cemented stands for *gharras* are provided at a large number of stations. The *gharras* are kept in the shade on wet sand and so keep the water cool. At selected stations wheeled carts and trollies carrying two or three earthen chatties or *matkas* were provided. On the Allahabad Division water is supplied to passengers from specially designed trollies carrying *matkas*, the special feature of which is that dippers can be dispensed with which minimises the risk of contamination by hand.

907 watermen were permanently employed at 461 stations and 699 temporarily during the hot weather months.

134519

Great Indian Peninsula Railway.—(a) *Large stations.*—Permanent watermen are employed and a sufficient number of water chatties filled with cool drinking water are kept at suitable places on the platforms in special shelters separately for Hindus and Mahomedans. In order to enable watermen to serve a number of passengers within the time that trains stopped, five water trollies were provided as an experimental measure at Bhusaval, Nagpur, Itarsi, Jhansi and Jubbulpore. Ladles with chains were also supplied at most of the big stations as these provide a more hygienic method of taking water from the chatties.

(b) *Small stations.*—A sufficient number of *kankharies* and chatties containing cool drinking water were placed in shelters.

281 watermen were permanently employed at 208 stations and 381 more temporarily during the hot weather months.

Jodhpur Railway.—125 watermen were permanently employed at 103 stations throughout the year. 15 additional watermen were engaged temporarily during the hot weather months.

Madras and Southern Mahratta Railway.—One or more five gallon earthenware pots fitted with a brass cock and tin lid are placed on stands at all stations. Watermen were also employed at many stations to supply cool drinking water to passengers; at certain stations water taps were also provided.

141 watermen were permanently employed: 39 watermen were also employed temporarily during the hot weather months.

His Exalted Highness the Nizam's State Railway.—Water taps are provided at all important stations and also at some small stations. There were two permanent watermen each at 3 stations and one each at 9 stations. During the hot weather, drinking water was supplied in all passenger trains by a travelling waterman.

North Western Railway.—At all important stations water shelters with a sufficient number of *mutkas*, *gharas* and *mutts* containing cool drinking water are provided in waiting halls and platforms. Three issues of new earthen vessels are made during the year. Brass *garvis* and aluminum mugs with handles, are used for the supply of water to Hindus and Mahomedans respectively. Tube wells with hand pumps were provided at certain stations and hand barrows containing cold water are in use at principal stations. At large stations separate watermen are deputed to attend to ladies' compartments and at small stations watermen are instructed to attend the ladies' compartments first. Water hydrants are also provided at certain stations for the use of passengers.

1,474 watermen were employed permanently at 893 stations and 856 additional watermen temporarily during the hot weather months. Arrangements were also made for the supply of cold water by travelling watermen to passengers travelling by day trains on certain sections.

Rohilkund and Kumaon Railway.—(a) *Large stations.*—Twenty water carts of improved pattern were in use for the supply of cold water to passengers.

(b) *Small stations.*—In addition to cool drinking water placed in buckets for the use of passengers, pumps were fitted at certain stations.

53 watermen were employed permanently at 42 stations and 37 watermen were engaged temporarily during the hot weather months.

South Indian Railway.—(a) *Large stations.*—In addition to the provision of hydrants, water tubs and drums on platforms, water carriers were detailed to supply water to passengers in trains.

(b) *Small stations.*—At some, hydrants were provided. Water was also stored in drums kept in a special shelter.

Two 100-gallon water tanks were erected on temporary wooden staging at Mangalore, and a 75-gallon water drum, with masonry platform at Sivarakottai.

(viii) *Restaurant or buffet car services.*

Assam Bengal Railway.—Dining cars between Hojai and Furkating were withdrawn. Kitchen cars were provided on mail trains between Pandu and Tinsukia.

Bengal Nagpur Railway.—Restaurant cars catering in European style were run on the Bombay and Madras mail trains.

Bombay, Baroda and Central India Railway.—Restaurant cars catering in European style were run on the following trains :—

(i) Frontier mails between Bombay and Delhi,
(ii) Ahmedabad-Delhi mails,
(iii) Ahmedabad-Delhi expresses.

Third class carriages with certain compartments set apart for catering in Indian style for Hindus and Mahomedans were run on :—

(i) Kathiawar express trains between Bombay Central and Viramgam,
(ii) Express trains between Bombay Central and Delhi.

Eastern Bengal Railway.—Restaurant cars for upper class passengers, catering in European style, continued to run between Calcutta and Parbatipur on the Assam mails.

East Indian Railway.—Restaurant cars catering in European style were provided on 6 services :—

Nos. 1 up and 2 down—Calcutta-Delhi-Kalka Mails.
Nos. 7 up and 8 down.—Bombay Mails.
Nos. 5 up and 6 down—Calcutta-Punjab Mails.

On the up and down Punjab express trains restaurant cars for lower class passengers were run between Howrah and Saharanpur. Five bogie third class carriages converted into specially designed Indian restaurant cars were running on the line.

Great Indian Peninsula Railway.—Restaurant cars catering in European style were run on fourteen trains and those catering in Indian style on two trains. Buffet cars were run on four trains. The combined 1st and 2nd class buffet car running on the Poona mail was altered to a first class buffet and dining car to meet the additional traffic arising from the discontinuance of the daily running of the " Deccan Queen ".

Jodhpur Railway.—Restaurant cars catering in European style were run on mail trains between Marwar and Hyderabad (Sind). Refreshment cars catering in Indian style were run between :—

Marwar-Hyderabad (Sind) 3 up and 4 down mail trains.
Hyderabad (Sind)—Hyderabad (Sind) *viâ* Mirpur Khas.
Pithoro and Jhudo 11 up and 12 down trains.
Jodhpur-Hyderabad (Sind) 9 up and 10 down mixed trains.
Sujangarh-Degana 29 up and 30 down mixed trains.

Indian buffet cars providing light refreshments were run between Jodhpur and Phalodi on 73 up and 74 down mixed trains.

Madras and Southern Mahratta Railway.—Restaurant cars catering in European style were run on 7 mail and express trains.

Refreshment cars catering in Indian style were run on 24 trains.

His Exalted Highness the Nizam's State Railway.—There are 4 buffet cars, with kitchens and separate dining accommodation for Hindus and Mahomedans. Two were run daily on 1 up and 2 down passenger trains between Wadi and Bezwada and two on 9 up and 10 down trains between Secunderabad and Purli-Vaijnath.

North Western Railway.—Restaurant cars catering in European style were run on the following trains:—

Karachi mail trains—between Lahore and Rohri.

Quetta mail trains—between Rohri and Karachi.

Frontier Mails—between Lahore and Rawalpindi.

Punjab-Calcutta Mail—between Lahore and Jullundur city.

Dining cars for Hindus and Mahomedans were run on the following trains:—

Bombay express trains—between Lala Musa and Delhi.

Karachi mail train—between Lahore and Rohri.

Rohilkund and Kumaon Railway.—Restaurant cars catering in European style were run on the up and down Agra-Kathgodam express, and Bareilly-Kathgodam light passenger.

South Indian Railway.—Dining cars were run on the:—

(i) Indo-Ceylon express trains—between Trichinopoly and Dhanushkodi,

(ii) Blue Mountain express trains—between Erode and Mettupalaiyam during the hill season.

Indian buffet cars, providing light refreshments, were run on the following trains:—

Dhanuskodi Fast Passengers—between Madras (Egmore) and Dhanushkodi.

Trivandrum Fast Passengers—between Madras (Egmore) and Shencottah (*viâ* Chord).

Shencottah Passengers—between Madras (Egmore) and Shencottah (*viâ* Main line).

The following summarises the restaurant car services during 1936-37:—

Railway.	Number of trains on which restaurant cars were run, catering in		Number of trains on which buffet cars were run.	Remarks.
	European style.	Indian style.		
Assam Bengal	2*	..	..	* Kitchen cars.
Bengal Nagpur	2	..	..	
Bombay, Baroda and Central India	6	4	..	
Eastern Bengal	2	..	..	
East Indian	6	2	..	
Great Indian Peninsula	14	2	4	
Jodhpur	2	8†	2	† Refreshment cars.
Madras and Southern Mahratta	7	24†	..	
His Exalted Highness the Nizam's State.	..	..	4	
North Western	7	4	..	
Rohilkund and Kumaon	3	..	..	
South Indian	4	..	6	

(ix) *Improvements carried out in existing lower class carriages.*

With a view to affording additional security for women travelling in lower class female compartments, orders were issued by the Railway Board in January 1937, that two additional alarm pulls in easily accessible positions should be provided in those female compartments in which alarm pulls are now located only above the body side doors and that existing stock should be fitted accordingly as the coaches pass through shops for repairs. In accordance with these orders 43 female compartments on the East Indian

Railway and 15 on the Assam Bengal Railway and a number of carriages on the Great Indian Peninsula and North Western Railways have been provided with additional alarm pulls in easily accessible positions. Two additional alarm pulls are being fitted in all large third class compartments of the Bengal Nagpur Railway.

Out of 107 third class carriages on the Assam Bengal Railway, 105 have been provided with inter-communication windows on partition between male and female compartments.

Safety catches have been provided in the windows of 43 intermediate class compartments on the East Indian Railway.

Female compartments on the South Indian Railway are being provided with window bars and with outside indication boards suitably illuminated at nights.

To distinguish at night compartments set apart for females, all the female compartments on the Assam Bengal Railway have been fitted with female plaques. 58 out of 124 intermediate and third class female compartments have been fitted with illuminating glass panels showing the class of carriages.

More dynamo fitted third class carriages have recently been placed on the metre gauge section of the Bombay, Baroda and Central India Railway, to provide more efficient lighting in ordinary trains as well as excursion specials. 10 watt. vacuum lamps in third class carriages on the Eastern Bengal Railway continue to be replaced by 15 watt. gas filled lamps as coaches pass through shops. The lighting arrangements of third class carriages on the North Western Railway have been improved by the replacement of 15 watt. lamps with 20 watt. lamps. 37 intermediate class ladies' compartments were each provided with an additional internal light on the East Indian Railway.

The interior of all third class coaches on the Burma Railways are now being painted slate grey above the waist rail which gives a more pleasing appearance than the former baroleum finish. On the North Western Railway, to brighten the interior of lower class stock, these are now being painted light buff colour from cant rail to garnish rail and dark buff below the garnish rail.

Investigations are in hand on the Eastern Bengal Railway with a view to making further improvements in the cushions and in the interior painting of intermediate class compartments so as to make travel in that class more attractive and comfortable.

The third class compartments of 15 brake, luggage and third class coaches on the Great Indian Peninsula Railway have been built on the lines of the experimental third class coach with flush type latrine. The arrangement in these carriages, it has been ascertained, is very popular with passengers.

On the North Western Railway, the provision of hat pegs and coat hooks, reduction in the length of central longitudinal seats in intermediate and third class carriages, replacing canvas covered cushions by imitation leather and conversion of existing centre double seats into single seats in intermediate class carriages, are being arranged. 78 broad gauge carriages on the South Indian Railway have been provided with a third foot step and 98 broad gauge carriages with additional hand rails.

(x) *Improvements carried out in the latrines of lower class carriages.*

The improvement of latrines in lower class carriages continues to receive attention.

An improved type of automatic flushing arrangement for intermediate and third class carriage latrines is now being fitted on the Assam Bengal Railway. On the North Western Railway commodes have been replaced with floor pans in latrines of intermediate class carriages. Cast iron enamelled

lavatory pans are being fitted in latrines of third class carriages of the Bengal Nagpur Railway where the cement stools are broken down.

Electric lights have been provided in the latrines of 421 carriages on the Assam Bengal Railway and in a number of carriages on the North Western Railway.

149 intermediate and third class carriage latrines on the Assam Bengal Railway have been fitted with brackets for holding *lotas* and soap, and iron coat hooks have been provided in all intermediate and third class latrines. On the North Western Railway latrines of a number of lower class carriages have been fitted with small shelves. Latrines of 19 carriages on the Jodhpur Railway were provided with water tanks, coat hooks and frosted glass windows, and 93 hat pegs have been fitted in the lavatories of metre gauge third class carriages on the South Indian Railway. Ventilation opening for latrine windows has been provided on the Madras and Southern Mahratta Railway.

The old Bengal and North-Western Railway carriages without latrines or with old type latrines are being fitted with improved type latrines as they pass through shops for re-building.

On the Rohilkund and Kumaon Railway three standard size latrines instead of two have been provided in each of the two bogie third class carriages rebuilt during this year. Lavatories of a number of lower class carriages have been enlarged on the Jodhpur and North Western Railways.

(xi) *Arrangements to ensure cleanliness of latrines in passenger trains.*

Assam Bengal Railway.—Sweepers are provided at starting and junction stations to ensure the cleanliness of latrines in passenger trains. The latrines are thoroughly cleaned and sprayed with a disinfectant at starting stations, also *en route* at junctions at reasonable hours or when requests are made, at all times. Automatic flushing apparatus was fitted in the latrines of 66 lower class carriages. Train examiners were instructed to give special attention to this matter and District and Assistant Officers also made frequent inspections.

Bengal and North-Western Railway.—Every morning latrines on trains are cleaned and disinfected at carriage examining stations under the personal supervision of the carriage examiners.

Bengal Nagpur Railway.—The latrines of third class carriages are cleaned by a strong solution of caustic soda and further disinfected with phenyle.

Bombay, Baroda and Central India Railway.—The tanks of carriages are filled at starting stations and replenished at large stations *en route* by special staff. On the broad gauge notices giving the names of stations at which sweepers are specially detailed are exhibited in lavatories of third class carriages, advising the public to inform the guard or station staff where sweepers' services are required. On the metre gauge, lavatories of carriages are cleaned by sweepers provided at selected stations.

Burma Railways.—Extra sweepers for cleaning latrines in third class carriages were posted at important stations where through trains had a long halt.

Eastern Bengal Railway.—As in the previous year the latrines in all carriages were washed, cleaned and disinfected at terminal stations, and special arrangements were made for cleaning at three intermediate stations on the broad gauge and four stations on the metre gauge. Sweepers were also kept in readiness at other stations to attend to latrines of carriages on through trains. Arrangements were made to fill the lavatory tanks of intermediate and third class compartments at eleven stations.

East Indian Railway.—With a view to improve the methods of cleaning latrines of running trains, long flexible rubber hoses leading from overhead watering pipes were used to flush out the lavatories during the time of halts

of trains. This undoubtedly effected improvement but the matter is receiving further attention.

Great Indian Peninsula Railway.—Latrines are flushed with water, then scrubbed down with soap and water, flushed again with water and finally disinfected before the commencement of each trip. Sweepers are posted at intermediate stations to clean lavatories when compartments are unoccupied or at the request of passengers when occupied. Water tanks in each third class lavatory are always filled prior to the commencement of a trip and also at certain specified stations *en route.*

Jodhpur Railway.—Carriage tanks are filled at terminal stations and at intermediate engine changing stations. At stations where trains stop for a sufficiently long time, the staff attend to latrines if and when desired by passengers.

Madras and Southern Mahratta Railway.—Carriage tanks on all trains are filled with water and latrines cleaned at starting stations and at suitable stations *en route.* At all important stations sweepers are detailed to attend to each train to clean latrines.

On the Guntakal district, sweepers were detailed to accompany trains to clean all latrines in the early hours of the morning as an experimental measure.

His Exalted Highness the Nizam's State Railway.—At all starting stations and at junctions, staff were instructed to fill up water tanks of all passenger carriages and to sweep and clean all latrines.

North Western Railway.—Instructions were again issued to the staff to give particular attention to the cleanliness of latrines in passenger carriages and to see that overhead tanks of carriages were filled at all important stations starting or road side. Special arrangements were also made to clean the latrines of all classes of carriages on running trains during the early hours of the morning. Strict watch on this was kept by the supervising staff.

Rohilkund and Kumaon Railway.—All tanks of passenger and mixed trains are filled at starting and suitable intermediate stations. At all carriage examining stations sweepers are posted to clean and disinfect latrines.

South Indian Railway.—The lavatories in carriages on trains are cleaned at starting stations and at stations *en route,* where train examining staff were posted. Time permitting, lavatories are cleaned at other stations also and on special request by passengers. Third class carriages on through trains are cleaned at some of the principal stations on the broad gauge and at Trichinopoly on the metre gauge.

(xii) *Overcrowding in third class carriages.*

Railways continued to take a census of passenger trains during the period of the year when traffic is normally heaviest in order to satisfy themselves that the carriages provided on regular trains are adequate. The results of these censuses showed that the accommodation available was generally sufficient and that cases of overcrowding were comparatively rare. Where overcrowding was observed, further investigation usually indicated that it was due to exceptional circumstances which could not have been easily foreseen, such as a sudden rush of marriage parties, etc. The figures recorded at these censuses were placed before the Local Advisory Committees concerned and the action taken was explained.

CHAPTER VIII.

MISCELLANEOUS.

89. Accidents.—(*a*) The following table shows the number of passengers, railway servants and other persons killed and injured in accidents on Indian Railways, excluding casualties in railway workshops, during the year 1936-37 as compared with the previous year;—

Cause.	Killed.		Injured.	
	1935-36.	1936-37.	1935-36.	1936-37.
A.—Passengers.				
In accidents to trains, rolling-stock, permanent-way, etc.	5	13	87	72
In accidents caused by movements of trains and railway vehicles exclusive of train accidents.	177	164	787	729
In accidents on railway premises in which the movement of trains, vehicles, etc., was not concerned.	3	2	27	31
Total .	185	179	901	832
B.—Railway servants.				
In accidents to trains, rolling-stock, permanent-way, etc.	16	7	135	191
In accidents caused by movements of trains and railway vehicles exclusive of train accidents.	164	178	2,306	2,505
In accidents on railway premises in which the movement of trains, vehicles, etc., was not concerned.	22	16	6,618	7,038
Total .	202	201	9,059	9,734
C.—Other than passengers and railway servants.				
In accidents to trains, rolling-stock, permanent-way, etc.	98	56	139	81
In accidents caused by movements of trains and railway vehicles exclusive of train accidents.	2,599	2,769	767	802
In accidents on railway premises in which the movement of trains, vehicles, etc., was not concerned.	25	32	84	105
Total .	2,722	2,857	990	988
GRAND TOTAL .	3,109	3,237	10,950	11,554

(*b*) Out of the total of 3,237 persons killed, 2,857 or 88 per cent. were other than passengers and railway servants and of this number 2,117 were trespassers, 567 were reported to be suicides and 50 were killed on railway premises otherwise than during the movement of trains, vehicles, etc. As compared with the previous year, the increase of 128 in the total number of passengers and other persons killed was principally under the heads "trespassers" (149) and "suicides" (25). The number killed in other accidents decreased by 46.

(*c*) The number of passengers killed decreased by 6 and those injured by 69 although there was an increase of about 2 million passenger and mixed train miles and 116 million passenger miles. The following statement shows the number of passengers killed and injured on all railways in accidents to trains, rolling stock and permanent-way, but excluding train wrecking and attempted train wrecking, during each of the last 5 years as compared with the number of passengers carried :—

Year.	Number of passengers carried (in millions.)	Killed.		Injured.	
		Number.	Per million passengers carried.	Number.	Per million passengers carried.
1932-33	525	6	0·01	61	0·12
1933-34	513	17	0·03	136	0·27
1934-35	523	14	0·03	64	0·12
1935-36	527	5	0·01	87	0·17
1936-37	532	13	0·02	72	0·14

(*d*) On class I Railways the number of railway servants killed in accidents due to the movement of trains and railway vehicles, exclusive of train accidents, increased by 11 and the number injured by 205. As already pointed out, however, there was a considerable increase in train miles and consequently in other vehicle movements.

The following table analyses the main causes of these accidents :—

Cause.	Killed.		Injured.	
	1935-36.	1936-37.	1935-36.	1936-37.
Misadventure or accidental . . .	110	118	2,058	2,255
Want of caution or misconduct on the part of the injured person.	49	50	181	179
Want of caution or breach of rules, etc., on the part of servants other than the person injured.	1	3	23	33
Defective apparatus or system of working, dangerous places, dangerous condition of work or want of rules or systems of working.	..	..	..	..
Total .	160	171	2,262	2,467

(*e*) The following statement analyses the accidents which occurred during the last two years, grouped under the principal causes. A statement showing the accidents in greater detail for each railway will be found in Appendix D of Volume II of this report :—

	1935-36.	1936-37.
1. Running over cattle	9,538	**9,573**
2. Derailments not involving passenger trains	3,077	**3,362**
3. Accidents due to failure of couplings and draw gear	2,025	**2,160**
4. Accidents due to failure of engines owing to faulty material, workmanship and operation arising from the working of the running staff	1,639	**1,545**
5. Accidents due to failure of engines owing to faulty material and workmanship in the Mechanical Department	403	**439**
6. Broken rails	321	**309**
7. Derailment of passenger trains	273	**282**
8. Fires in trains or at stations or bridges	220	**225**
9. Running over obstructions on the lines other than those at level crossings	201	**183**
10. Collision involving goods trains or goods vehicles	165	**182**
11. Accidents due to other rolling stock failures	435	**164**
12. Attempted train wrecking	101	**84**
13. Flooding of permanent-way	83	**83**
14. Trains running over obstructions or vehicles at level crossings	85	**78**
15. Land slips	68	**61**
16. Passenger trains running in the wrong direction through points but not derailed	62	**59**
17. Collisions involving passenger trains	59	**48**
18. Accidents due to failure of axles	52	**47**
19. Accidents due to failure of brake apparatus	9	**33**
20. Collisions between light engines	39	**23**
21. Train wrecking	10	**16**
22. Accidents due to failure of tyres or wheels	20	**11**
23. Failure of bridges or tunnels	4	**4**
24. Miscellaneous	325	**317**
Total	19,214	**19,288**

(*f*) The total number of accidents shows an increase of 74 as compared with the previous year: against this the increase in total train miles was about 5·5 millions :—

(i) " Running over cattle " still accounts for the largest number of accidents, *i.e.*, 50 per cent. of the whole. Next in order, are " derailments not involving passenger trains " (17 per cent.), " accidents due to failure of couplings and draw gear " (11 per cent.), " accidents due to failure of engines owing to faulty working of the running staff " (8 per cent.), " accidents due to failure of engines owing to faulty material, etc." (2 per cent.), " broken rails " (2 per cent.) and " derailment of passenger trains " (1 per cent.).

(ii) Accidents in railway workshops accounted for the death of 15 and injuries to 7,280 railway servants, or an increase of 3 in the former and a decrease of 856 in the latter head.

90. The following are brief details of the more serious accidents which occurred during the year under review :—

On the 23rd May, 1936, No. 47 Up passenger train ran into the rear of No. 167 Up goods train which was standing on the main line of Warisaliganj station on the South Bihar branch line of the East Indian Railway, resulting in simple injuries to nine passengers and four members of the railway staff and serious injury to one railway servant. The damage to rolling stock and permanent way amounted to approximately Rs. 12,000.

On the 1st June, 1936, No. 78 Down mixed train, after leaving Wetlet station on the Burma Railways, derailed at mile 420/21, due to the bank having been washed away by abnormally heavy rain to a depth of three feet and length of 130 feet just short of a 6′-6″ girder bridge. The engine capsized and three passenger vehicles were damaged. Ten persons, including the engine crew, were injured but only one case was serious. The damage to rolling stock and permanent way amounted to approximately Rs. 38,163. .

On the 18th June, 1936, No. 360 Down mixed train collided with an empty Up Mela Special standing on the main line of Kalayat station on the North Western Railway, resulting in the death of two and injuries to 63 passengers and injuries to two railway servants; except in two cases the injuries consisted of minor bruises and abrasions. The total damage to rolling stock and permanent way amounted to approximately Rs. 6,000.

On the 5th July, 1936, No. " A " Down Express goods train derailed between Mahesar and Pano Akil stations on the North Western Railway. The damage to rolling stock amounted to Rs. 7,000 and to permanent way to Rs. 40,000.

On the 21st July, 1936, the last vehicle of No. 2 A. C. B. passenger train derailed between Bahjoi and Dhanari stations on the Bareilly-Aligarh section of the East Indian Railway, resulting in the death of one passenger, who jumped from the train in alarm, and in injuries to three passengers. The total cost of damage amounted to approximately Rs. 5,000.

On the 7th September, 1936, No. 50 Up Delhi Madras Express was partly derailed near the outer signal of Bilochpura station, between Muttra and Agra, on the Great Indian Peninsula Railway, resulting in slight injuries to three passengers. The total damage amounted to approximately Rs. 40,000.

On the 13th September, 1936, No. 7/20 Down Special Goods train derailed near Dabla station, between Phulera and Rewari, on the Bombay, Baroda and Central India Railway. The damage to rolling stock amounted to Rs. 15,000 and to permanent way to Rs. 1,000.

On the 3rd December, 1936, Khulna Branch train No. 94 Down, *ex*-Dattapukur to Calcutta, entered the sand hump isolation dead-end provided at the north end of Dum-Dum Junction on the Eastern Bengal Railway, resulting in the death of one and injuries to 26 passengers and injuries to four railway servants. The damage to rolling stock amounted to Rs. 25,000.

On the 5th December, 1936, a collision occurred between No. 30 Down Passenger train and No. 41 Up Parcel Express at Barhan station on the East Indian Railway, resulting in the death of one and injuries to eleven passengers and injuries to two railway servants. The approximate damage to rolling stock amounted to Rs. 10,000.

On the 14th January, 1937, No. 35 Up passenger train ran into a motor lorry at a " C " class unprotected level crossing between Shadnagar and Timmapur stations on His Exalted Highness the Nizam's State Railway, resulting in the death of sixteen passengers in the motor lorry and injuries to eight.

91. Damage by floods, fire and other causes.—The year under review was a fortunate one in that there was no repetition of a cataclysm such as the earthquake which destroyed Quetta the previous year, and though railways were subjected to the usual floods, cyclones and other natural accidents, the resulting inconvenience and damage was, on the whole, relatively small. Thus the Assam Bengal Railway was subjected to cyclones on the 1st of May, 1936, and the 7th of October, 1936, and to flooding during August and September, but beyond holding up traffic for 2 or 3 days, derailing an empty wagon and causing some damage to roofs and menials quarters, there was no serious loss caused.

A cyclone over Teestamukh Ghat, Eastern Bengal Railway, on the 28th of May, 1936, on the other hand caused the sinking of several girder pontoons and a motor boat. The motor boat was later salved, but the pontoons valued at Rs. 7,800 were not recovered. Floods and consequent abnormal rises of rivers in the Eastern Bengal Railway area also involved that Administration in approximately Rs. 1 lakh in repair and protection works during the year.

On the 28th of October, 1936, the Madras and Southern Mahratta Railway broad gauge stations of Ongole, Bezwada and Masulipatam were struck by a severe cyclonic storm which was accompanied by a tidal wave at Masulipatam. Considerable damage was done to station buildings, staff quarters, etc., at various places in the affected area over a length of 70 miles and train services were disorganised by the interruptions to telegraph and telephone communications. A tank bund was also burst near Samalkot Junction resulting in a wash-away of the railway line near Medapadu. Travelling inwards, the cyclone struck also the metre gauge section between Vinukonda and Bezwada and the Guntur Macherla Branch causing similar damage over a length of about 40 miles. During the cyclone, several wagons capsized at Satulur and Phirangipuram, as also 4 bogie carriages occupied by passengers at Satulur, but fortunately with no injury to the passengers. The total damage was roughly assessed at Rs. 32,500.

On the Burma Railways there were eight breaches which caused interruptions to through communications for periods ranging from 4 to 10 days. The most serious accident, however, occurred on the 1st June, 1936, between Wetlet and Paukkan on the Mu Valley line where a small breach caused by a local cloudburst led to the derailment and capsizing of a mixed train, with injury to 10 passengers, 2 of whom subsequently died.

On the 5th November, 1936, a portion of the station yard river wall at New Martaban, Burma Railways, situated between the traffic crane and the first girder leading to the goods pontoon suddenly collapsed and slipped into the river. This portion was about 180 feet in length, and it pulled down with it a breadth of 40 feet of the Goods Transhipping Yard, the slide being 15 to 20 feet deep. The traffic crane and its jetty were pushed out into the river, all 16 piles of the jetty being sheared through. The last 3 bays of the transhipping shed also collapsed and the steel work was damaged. As the provision of a new river wall at the station appeared extremely costly, it was decided to abandon the station and to re-open Old Martaban station and provide the necessary ferry arrangements there.

Fires were responsible for considerable damage to thatched quarters and jute sheds on the Eastern Bengal Railway where the total amount of damage was assessed at approximately half a lakh of rupees.

On the 18th of September, 1936, in the Locomotive Workshops at Moghalpura, North Western Railway, an oxygen gas cylinder which was being used for decarbonising the valve parts of an engine, exploded, killing 2 men outright and causing serious injuries to 5, 3 of whom succumbed later and minor injuries to 35 others. The damage to structures through the concussion caused by the explosion amounted to Rs. 3,500.

92. Publicity.—In spite of the unsettled conditions created by the international situation, and the currency restrictions in force in certain countries, tourist traffic was well maintained.

Semi-permanent type Earthquake proof Officer's hut at Quetta, adopted for use during reconstruction.

Model of Howrah Station exhibited at the Lucknow Exhibition, 1936.

There was a falling off in the number of enquiries received by the New York Bureau, but the London Bureau recorded an appreciable increase and more itineraries were prepared on request than in the previous year.

Three World Cruise ships called at ports in India and their journeys over railways here increased railway revenue by Rs. 2,32,020 as compared with Rs. 1,63,285 from a similar source in the previous year.

Special propaganda on an " All-India " basis was carried out by the Central Publicity Bureau, in collaboration with railways, for the more important *melas*, by the issue of posters, folders and handbills distributed freely in areas in which traffic could reasonably be stimulated.

Photographs of interesting Indian subjects were supplied to the High Commissioner for India in London; to newspaper agencies both in India and in foreign countries for " free press publicity ".

The nature of the propaganda undertaken by individual railways generally is briefly indicated in the following paragraphs :—

Bombay, Baroda and Central India Railway.—Extensive propaganda was carried out by means of leaflets, posters and press advertisements to encourage traffic in bogie carriage loads and by special trains. As a result, 23 special trains were arranged and 38 bogie loads carried as against 13 and 35 respectively in the previous year.

Eastern Bengal Railway.—English and Bengali pictorial and letterpress posters and handbills were produced in connection with the more important *melas* and for notifying concessions.

The stock of poster boards was increased and special steps taken to improve the display of these boards and of advertisement plates.

This railway participated in eleven exhibitions held in different parts of the country.

Increased expenditure was incurred in newspaper advertising which included special illustrated accounts of the railway and its history.

The cinema cars on both the broad and metre gauges, provided with a " Talkie " set, were used with the Pujah Bazaar special, two popular Bengali films being shown in addition to the usual publicity pictures.

Lantern slides were prepared, drawing attention to the special concessions and facilities offered by the railway, and were exhibited in cinema houses in Calcutta and the mofussil.

East Indian Railway.—The expenditure on newspaper and periodical advertising, on the preparation of posters and pamphlets of varying design and on the preparation and exhibition of cinema slides was increased.

Great Indian Peninsula Railway —Most of the expenditure on publicity was incurred in connection with third class traffic, special attention being paid to *mela* and pilgrim traffic, " zone ticket " schemes and to measures taken to make railway travelling more popular.

Newspaper advertising in the vernacular press was extended, and more use made of advertising by means of slides at cinema houses.

A large number of pictorial and letterpress posters were produced in English and the vernaculars, relating to *melas*, exhibitions and holiday concessions.

Madras and Southern Mahratta Railway.—An increase in publicity expenditure was necessitated by the adoption of various methods such as the use of sandwich-men and bands, supplementing the more normal methods of publicity.

Publicity was mainly directed to attract third class passengers. Periodical feasts and festivals were advertised in the vernacular press and by notices, posters and handbills. Similar methods were adopted in connection with road services.

Elaborate publicity was also arranged in connection with the Vijayanagar Sexcentenary celebrations at Humpi, standard circular tours, mileage coupons and the introduction of accelerated goods services.

His Exalted Highness the Nizam's State Railway.—Publicity received particular attention and in certain cases was undertaken in conjunction with the Director of His Exalted Highness the Nizam's Information Bureau. Full advantage was taken of the opportunity for publicity afforded by the Departmental Progress Exhibition organised in connection with the celebration of His Exalted Highness the Nizam's Silver Jubilee.

Important publications during the year, which were made available to the public at nominal rates were brochures describing (i) the historic caves of Ajanta and Ellora, (ii) Nizamsagar Dam, lake and canal, Pocharam lake and the Church at Medak, and (iii) the ruins of Warangal fort and the sculptured temple of Ramappa. A small illustrated handbook entitled " Our Excursions " was also issued.

North Western Railway.—Newspaper advertising was extended to 57 papers and periodicals, as compared with 44 during the previous year.

The cinema car visited 157 stations and gave over 225 free shows.

With a view to advertising in villages away from the railway line, publicity schemes, cheap tickets and general facilities provided a 1½ ton lorry with an open tray at the back was utilised to carry a cinema outfit. This innovation has been greatly appreciated. The lorry visited 83 important rural centres and gave over 100 shows.

Travel facilities for passengers disembarking at Karachi were advertised in the booking offices of tourist agents, in the Indian State Railways Magazine, and by means of passage handbooks issued by a tourist agency.

South Indian Railway.—Fairs and festivals were advertised by means of illustrated posters and leaflets and also in vernacular papers having a wide circulation. Travel facilities in the way of cheap return tickets, reduced fares on particular sections, improved train services and the opening of more train-halt places between stations were also widely advertised.

Further endeavours were made to encourage the organisation of excursion specials, small excursion parties and circular tours by pilgrims.

A Trades Exhibition Special train, organised by the Indian Trades Exhibition Company, Limited, of Bombay, ran from December, 1936, to February, 1937, over the metre gauge sections.

93. Anti-malarial measures.—During the year under review, anti-malarial measures were continued on railways with good results both for the staff and the railway Administrations.

Bengal Nagpur Railway.—Anti-malarial work was continued by the Malariologist and his staff on the various posts of the line with satisfactory results.

Bombay, Baroda and Central India Railway.—Anti-malarial measures were continued during the year over the whole line and more particularly in Freelandgunj-Dohad, Ajmer and Bombay.

The total number of primary and recrudescent cases of malaria reported amongst employees for the whole line was 7,900 and 8,900, respectively, a reduction of 3,735 and 1,186 cases as compared with 1935-36.

Eastern Bengal Railway.—There was no epidemic of malaria at any station on the railway during the year. At 14 of the stations under malaria control, anti-larval work was extended to a radius of half a mile beyond the outermost railway quarters on every side. At 14 other stations the work was confined to railway limits, the area outside being dealt with by other public bodies. Anti-parasitic measures were taken at seven stations on the newly opened Tangla-Rangapara Branch and anti-larval work was done at the Bakudih quarries.

Among the important anti-malarial measures adopted, special mention may be made of the construction of drains at Ishurdi at a cost of Rs. 20,897 and of the introduction of larvacidal fish. The policy of co-operating with various public bodies by carrying out anti-malarial work in railway areas, where the latter do so in their jurisdiction adjoining railway land, was continued.

East Indian Railway.—The results of anti-malaria measures carried out during the year were satisfactory. There was an increase in the number of cases of malaria at Lhaksar due to abnormal conditions prevailing there.

Great Indian Peninsula Railway.—The usual anti-malarial measures, with a view to systematic destruction of larvæ and prevention of breeding by regular clearing and oiling of all drains, drainage of pools of stagnant water, where possible, filling up of small pits and depression, etc., were carried out.

Madras and Southern Mahratta Railway.—Anti-malarial work has been continued satisfactorily.

APPENDIX A.

Railway Administrations in India alphabetically arranged in three classes according to their gross earnings showing the working agencies, ownership and route mileage open on 31st March 1937.

NOTE.—Indian Railway Systems have been classified under three classes for statistical purposes—
Class I—Railways with gross earnings of Rs. 50 lakhs and over a year.
Class II—Railways with gross earnings of less than Rs. 50 lakhs a year, but exceeding Rs. 10 lakhs a year.
Class III—Railways with gross earnings of Rs. 10 lakhs and under a year.

[NOTE.—Railways under construction or sanctioned for construction on the 31st March 1937, are shown in italics.]

RAILWAY SYSTEM.		LINES COMPRISED IN THE SYSTEM.			
Name.	Worked by	Name.	Gauge.	Route Mileage.	Owned by
1	2	3	4	5	6
CLASS I RAILWAYS.					
1. Assam Bengal	Assam Bengal Railway Company.	(a) Assam-Bengal	3′ 3¼″	1,131	State.
		(b) Chaparmukh-Silghat	3′ 3¼″	51	Branch line Company under guarantee terms.
		(c) Katakhal-Lalabazar	3′ 3¼″	23	Do.
		(d) Mymensingh-Bhairab Bazar.	3′ 3¼″	101	Branch line Company under guarantee and rebate terms.
2. Bengal and North-Western.	Bengal and North-Western Railway Company.	(a) Mashrak-Thawe	3′ 3¼″	39	State.
		(b) Tirhoot	3′ 3¼″	800	Do.
		(c) Bengal and North-Western.	3′ 3¼″	1,269	Company subsidized by the Government of India*.
3. Bengal Nagpur	Bengal Nagpur Railway Company.	(a) Anuppur-Manendragarh.	5′ 6″	54	State.
		(b) Bengal Nagpur	5′ 6″	2,412	Do.
		(c) Purulia-Ranchi	2′ 6″	116	Do.
		(d) Raipur-Dhamtari	2′ 6″	57	Do.
		(e) Satpura	2′ 6″	626	Do.
		(f) Mayurbhanj	2′ 6″	71	Branch line Company under rebate terms.
		(g) Parlakimedi Light	2′ 6″	56	Private body.
4. Bombay, Baroda and Central India.	Bombay, Baroda and Central India Railway Company.	(a) Bombay, Baroda and Central India.	5′ 6″	1,035	State.
		(b) Bombay, Baroda and Central India.	3′ 3¼″	1,881	Do.
		(c) Bombay, Baroda and Central India.	2′ 6″	72	Do.
		(d) Nagda-Ujjain	5′ 6″	35	Indian State.
		(e) Petlad-Cambay (Anand-Tarapur Section).	5′ 6″	22	Do.
		(f) Petlad-Cambay (Tarapur-Cambay Section).	5′ 6″	12	Do.
		(g) Dhrangadra	3′ 3¼″	40	Do.
		(h) Palanpur State.	3′ 3¼″	17	Do
		(i) Piplod-Devgad-Baria	2′ 6″	10	Do.
		(j) Rajpipla State	2′ 6″	58	Do.
		(k) Tapti-Valley	5′ 6″	156	Branch line Company under rebate terms.
		(l) Ahmedabad-Parantij	3′ 3¼″	89	Do.
		(m) Champaner-Shivraj pur-Pani Light.	2′ 6″	31	Do.
		(n) Godhra-Lunavada	2′ 6″	25	Do.
		(o) Nadiad-Kapadvanj	2′ 6″	28	Do.
5. Burma	State	Burma	3′ 3¼″	2,060	State.

* Receives land only from Government.

RAILWAY SYSTEM.		LINES COMPRISED IN THE SYSTEM.			
Name.	Worked by	Name.	Gauge.	Route Mileage.	Owned by
1	2	3	4	5	6
CLASS I RAILWAYS—*contd.*					
6. Eastern Bengal .	State . . .	(*a*) Eastern Bengal .	5′ 6″	847	State.
		(*b*) Eastern Bengal .	3′ 3⅜″	1,039	Do.
		(*c*) Eastern Bengal .	2′ 6″	17	Do.
		(*d*) Cooch Behar State .	3′ 3⅜″	33	Indian State.
		(*e*) Sara-Sirajganj .	5′ 6″	54	Branch line Company under rebate terms.
		(*f*) Khulna-Bagerhat .	2′ 6″	20	Do.
7. East Indian . .	State . . .	(*a*) East Indian . .	5′ 6″	4,217	State.
		(*b*) Cawnpore-Burhwal link.*	3′ 3⅜″	66	Do.
		(*c*) Hardwar-Dehra .	5′ 6″	32	Branch line Company under guarantee terms.
		(*d*) South Bihar § . .	5′ 6″	76	Branch line Company.
8. Great Indian Peninsula.	State . . .	(*a*) Great Indian Peninsula.	5′ 6″	3,166	State.
		(*b*) Darwha-Pusad .	2′ 6″	43	Do.
		(*c*) Bhopal-Itarsi . .	5′ 6″	57	Jointly owned by State and Indian State.
		(*d*) Bhopal-Ujjain .	5′ 6″	113	Indian State.
		(*e*) Bina-Goona-Baran .	5′ 6″	147	Do.
		(*f*) Dhond-Baramati .	2′ 6″	27	Branch line Company under rebate terms.
		(*g*) Ellichpur-Yeotmal .	2′ 6″	118	Do.
		(*h*) Pachora-Jamner .	2′ 6″	34	Do.
		(*i*) Pulgaon-Arvi . .	2′ 6″	22	Do.
9. Jodhpur . . .	Indian State . .	(*a*) Jodhpur-Hyderabad (British Section).	3′ 3⅜″	239	State.
		(*b*) Jodhpur . .	3′ 3⅜″	767	Indian State.
		(*c*) Mirpur Khas-Khadro	3′ 3⅜″	49	Company subsidized by the Government of India.†
10. Madras and Southern Mahratta.	Madras and Southern Mahratta Railway Company.	(*a*) Madras and Southern Mahratta.	5′ 6″	1,119	State.
		(*b*) Madras and Southern Mahratta.	3′ 3⅜″	1,660	Do.
		(*c*) Alnavar-Dandeli (Provincial).	3′ 3⅜″	19	Do.
		(*d*) Kolar Goldfields .	5′ 6″	10	Indian State.
		(*e*) Bangalore-Harihar .	3′ 3⅜″	211	Do.
		(*f*) Hindupur (Yesvantpur-Mysore Frontier).	3′ 3⅜″	51	Do.
		(*g*) Kolhapur State .	3′ 3⅜″	29	Do.
		(*h*) Sangli State . .	3′ 3⅜″	5	Do.
		(*i*) Tenali-Repalle .	5′ 6″	22	District Board.
		(*j*) Bezwada-Masulipatam.	3′ 3⅜″	52	Do.
		(*k*) West of India Portuguese.	3′ 3⅜″	51	Foreign Country.
11. Nizam's State . .	Nizam's State Railways.	(*a*) Bezwada Extension .	5′ 6″	22	State.
		(*b*) Dronachellam (Dhone)-Kurnool-British Frontier.	3′ 3⅜″	36	Do.
		(*c*) Nizam's State . .	5′ 6″	667	Indian State.
		(*d*) Nizam's State .	3′ 3⅜″	623	Do.

* Under running power agreement, the B. and N.-W. Railway Company run and haul their trains and traffic over this line.

† Receives land only from Government.

§ Leased to the Government for a yearly sum of £30,000.

Railway system.		Lines comprised in the system.			
Name.	Worked by	Name.	Gauge.	Route Mileage.	Owned by
1	2	3	4	5	6
CLASS I RAILWAYS—*concld.*					
12. North Western	State	(*a*) North Western	5′ 6″	5,651	State.
		(*b*) Kalka-Simla	2′ 6″	60	Do.
		(*c*) Kangra-Valley	2′ 6″	103	Do.
		(*d*) Kohat-Thal	2′ 6″	62	Do.
		(*e*) Mari-Indus Kalabagh-Bannu and Laki-Pezu-Tank-Manzai.	2′ 6″	157	Do.
		(*f*) Zhob Valley (Fort Sandeman Khanai).	2′ 6″	174	Do.
		(*g*) Bahawalnagar Fort-Abbas-Kut-al-Imara	5′ 6″	152	Indian State.
		(*h*) Jammu and Kashmir (Indian State Section).	5′ 6″	16	Do.
		(*i*) Jind-Panipat (Indian State Section).	5′ 6″	26	Do.
		(*j*) Khanpur-Chachran	5′ 6″	22	Do.
		(*k*) Ludhiana-Dhuri Jakhal.	5′ 6″	78	Do.
		(*l*) Rajpura-Bhatinda	5′ 6″	108	Do.
		(*m*) Sirhind Rupar	5′ 6″	31	Do.
		(*n*) Hoshiarpur-Doab (Jullundur Mukerian).	5′ 6″	45	Branch line Company under rebate terms.
		(*o*) Hoshiarpur-Doab (Phagwara-Rahon).	5′ 6″	46	Do.
		(*p*) Mandra-Bhaun	5′ 6″	47	Do.
		(*q*) Sialkot Narowal	5′ 6″	39	Do.
		(*r*) Jacobabad-Kashmor.	2′ 6″	76	Do.
		(*s*) Larkana-Jacobabad	2′ 6″	53	Do.
13. Rohilkund and Kumaon.	Rohilkund and Kumaon Railway Company.	(*a*) Lucknow-Bareilly	3′ 3½″	311	State.
		(*b*) Rohilkund and Kumaon.	3′ 3½″	259	Company subsidized by the Government of India.
14. South Indian	South Indian Railway Company.	(*a*) South Indian	5′ 6″	599	State.
		(*b*) South Indian	3′ 3½″	1,507	Do.
		(*c*) Nilgiri	3′ 3½″	29	Do.
		(*d*) Travancore (British Section including Shencottah-Quilon Section).	3′ 3½″	108	Do.
		(*e*) Morappur-Hosur	2′ 6″	73	Do.
		(*f*) Tirupattur-Krishnagiri.	2′ 6″	25	Do.
		(*g*) Shoranur-Cochin	5′ 6″	65	Indian State.
		(*h*) Travancore (Indian State Section).	3′ 3½″	40	Do.
		(*i*) Podanur-Pollachi	3′ 3½″	25	District Board.
		(*j*) Tinnevelly-Tiruchendur.	3′ 3½″	38	Do.
		(*k*) Peralam-Karaikkal	3′ 3½″	15	Foreign Country.
		(*l*) Pondicherry	2′ 3½″	8	Do.
CLASS II RAILWAYS.					
1. Barsi Light	Barsi Light Railway Company.	Barsi Light	2′ 6″	203	Company subsidized by the Government of India and Indian State.*
2. Bengal Dooars	Bengal-Dooars Railway Company.	(*a*) Bengal Dooars	3′ 3½″	40	Company subsidized by District Board.
		(*b*) Bengal Dooars Extensions.	3′ 3½″	121	Company subsidized by the Government of India.†
3. Bhavnagar State	Indian State	Bhavnagar State	3′ 3½″	307	Indian State.
4. Bikaner State	Do.	Bikaner State	3′ 3½″	796	Do.

* Receives land only from Government and Indian State.
† Receives land only from Government.

RAILWAY SYSTEM.		LINES COMPRISED IN THE SYSTEM.			
Name.	Worked by	Name.	Gauge.	Route Mileage.	Owned by
1	2	3	4	5	6
CLASS II RAILWAYS—*concld.*					
5. Darjeeling Himalayan	Darjeeling Himalayan Railway Company.	(*a*) Darjeeling Himalayan.	2′ 0″	51	Company subsidized by Local Government.
		(*b*) Darjeeling Himalayan Extensions.	2′ 0″	95	Branch line Company under rebate terms.
6. Dibru-Sadiya . .	Assam Railways and Trading Company.	(*a*) Dibru-Sadiya ‡ .	3′ 3½″	86	Company subsidized by Local Government.
		(*b*) Ledo and Tikak-Margherita Colliery.	3′ 3½″	5	Unassisted Company.
7. Gaekwar's Baroda State.	Indian State . .	(*a*) Gaekwar's Baroda State	3′ 3½″	255	Indian State.
		(*b*) Khijadiya Dhari	3′ 3½″	37	Do.
		(*c*) *Prachi Road Kodinar*	3′ 3½″	16	Do.
		(*d*) Bodeli Chhota Udaipur.	2′ 6″	23	Do.
		(*e*) Gaekwar's Baroda State.	2′ 6″	333	Do.
8. Gondal . . .	Do.	(*a*) Gondal	3′ 3½″	119	Do.
		(*b*) Jetalsar-Rajkot .	3′ 3½″	46	Do.
		(*c*) Porbandar State .	3′ 3½″	41	Do.
9. Jaipur State . .	Do.	Jaipur State . .	3′ 3½″	180	Do.
10. Jamnagar and Dwarka	Jamnagar and Dwarka Railway Company.	(*a*) Jamnagar . .	3′ 3½″	54	Do.
		(*b*) Okhamandal . .	3′ 3½″	37	Do.
		(*c*) Jamnagar-Dwarka .	3′ 3½″	66	Branch line Company under guarantee and rebate terms.*
11. Junagad State . .	Indian State . .	Junagad State . .	3′ 3½″	211	Indian State.
12. Morvi	Do.	Morvi	3′ 3½″	132	Do.
13. Mysore . . .	Do.	(*a*) Mysore . . .	3′ 3½″	322	Do.
		(*b*) Kolar District .	2′ 6″	63	Do.
		(*c*) Tarikere-Narasimharaja pura Light.	2′ 0″	27	Do.
		(*d*) Bangalore-Chik-Ballapur Light.	2′ 6″	39	Company guaranteed by Indian State.
14. Shahdara (Delhi) Saharanpur Light.	Shahdara (Delhi) Saharanpur Light Railway Company.	Shahdara (Delhi) Saharanpur Light.	2′ 6″	93	Company subsidized by Local Government.†
CLASS III RAILWAYS.					
1. Ahmadpur-Katwa .	Ahmadpur-Katwa Railway Company.	Ahmadpur-Katwa .	2′ 6″	32	Branch line Company under guarantee terms.
2. Arrah-Sasaram Light	Arrah-Sasaram Light Railway Company.	Arrah-Sasaram Light .	2′ 6″	65	Company subsidized by District Board.
3. Bankura-Damoodar River.	Bankura-Damoodar River Railway Company.	Bankura-Damodar River.	2′ 6″	60	Branch line Company under guarantee terms.
4. Baraset-Basirhat Light.	Baraset-Basirhat Railway Company.	Baraset-Basirhat Light .	2′ 6″	52	Company subsidized by District Board.
5. Bengal Provincial .	Bengal Provincial Railway Company.	(*a*) Bengal Provincial .	2′ 6″	33	Unassisted Company.
		(*b*) Dasghara-Jamalpurgunj.	2′ 6″	9	Branch line Company under guarantee terms.
6. Bukhtiarpur-Bihar Light.	Bukhtiarpur-Bihar Light Railway Company.	Bukhtiarpur-Bihar Light	2′ 6″	33	Company subsidized by District Board.
7. Burdwan-Katwa .	Burdwan-Katwa Railway Company.	Burdwan-Katwa . .	2′ 6″	32	Branch line Company under guarantee terms.
8. Cutch State .	Indian State . .	Cutch State . . .	2′ 6″	72	Indian State.

* Financed on rebate terms given by the Jamnagar Durbar.
† Receives only land from Government.
‡ Subsidy ceased with effect from 1920-21.

Railway system.		Lines comprised in the system.			
Name.	Worked by	Name.	Gauge.	Route Mileage.	Owned by
1	2	3	4	5	6
CLASS III RAILWAYS—*concld.*					
9. Dehri-Rohtas Light .	Dehri-Rohtas Light Railway Company.	Dehri-Rohtas Light .	2′ 6″	26	Company subsidized by District Board.
10. Dholpur State . .	Indian State . .	Dholpur State . .	2′ 6″	55	Indian State.
11. Futwah-Islampur .	Futwah-Islampur Light Railway Company.	Futwah-Islampur . .	2′ 6″	27	Branch line Company under guarantee terms.
12. Gwalior Light . .	Indian State . .	Gwalior Light . .	2′ 0″	295	Indian State.
13. Howrah-Amta Light .	Howrah-Amta Light Railway Company.	Howrah-Amta Light .	2′ 0″	44	Company subsidized by District Board.
14. Howrah-Sheakhala Light.	Howrah-Sheakhala Light Railway Company.	Howrah-Sheakhala Light	2′ 0″	20	Do.
15. Jagadhri Light .	Jagadhri Light Railway Company.	Jagadhri Light . .	2′ 0″	3	Unassisted Company.
16. Jessore-Jhenidah† .	Jhenidah Railway Syndicate.	Jessore-Jhenidah . .	2′ 6″	37	Do.
17. Jorhat (Provincial) .	River Steam Navigation Company and India General Navigation and Railway Company.	Jorhat (Provincial) .	2′ 0″	32	State.
18. Kalighat-Falta .	Kalighat-Falta Railway Company.	Kalighat-Falta . .	2′ 6″	26	Branch line Company under guarantee terms.
19. Kulasekarapatnam Light.	East India Distilleries and Sugar-Factories.	Kulasekarapatnam Light	2′ 0″	27	Unassisted Company.
20. Matheran Light .	Matheran Steam Tramway Company.	Matheran Light . .	2′ 0″	13	Company subsidized by the Government of India. *
21. Tezpore-Balipara Light.	Tezpore-Balipara Steam Tramway Company.	Tezpore-Balipara Light .	2′ 6″	20	Company subsidized by District Board.
22. Trivellore Light .	T. Namberumal Chetty and Sons.	Trivellore Light . . .	2′ 0″	2	Unassisted Company.
23. Udaipur-Chitorgarh .	Indian State . .	Udaipur-Chitorgarh .	3′ 3⅜″	146	Indian State.

* Receives land and rebate from Government.
† Closed to all kinds of traffic from 1st May 1936.

APPENDIX B.

Relations of the Government to Railways in India.

(Reprinted from the Report for 1914-15 and brought up to date.)

Diversity of Relations between the State and Railways.—One of the special features of the Indian Railway system is the diversity of conditions that prevails in the relation of the State to the various lines in respect of ownership and control. Of the important lines situated in British India or in which the Government of India is interested, five [the North-Western,* Eastern Bengal, East Indian (with which has been amalgamated the Oudh and Rohilkhand Railway from the 1st July 1925), Great Indian Peninsula and Burma Railways] are owned and worked by the State; five (the Bombay, Baroda and Central India, Madras and Southern Mahratta, Assam Bengal, Bengal Nagpur and South Indian) are owned by the State but worked on its behalf by companies enjoying a guarantee of interest from the Government; two important lines (the Bengal and North-Western, and Rohilkund and Kumaon) and many of less importance are the property of private companies, some being worked by the owning companies and some by the State or by the companies that work State-owned systems; several minor lines are the property of District Boards or enjoy a guarantee of interest granted by such Boards.

The diversity of conditions is in certain respects less important than might at first appear for the following reasons:—

The Government of India exercises under the Indian Railways Act, 1890, in respect of all Railways in British India (and also, by virtue of arrangements with Indian States, in respect of certain railways passing through such States), certain general powers. Thus a railway may not be opened until a Government Inspector has certified that it has been constructed so as to comply with requirements laid down by the Government and can be used for the public carriage of passengers without danger to them. The Government of India can also, in the interest of the safety of passengers, require a railway to be closed, or the use of particular rolling-stock to be discontinued, or may prescribe conditions for the use of the railway or the rolling-stock. They can appoint a Railway Commission to investigate complaints on certain matters such as the withholding of reasonable traffic facilities or the grant of undue preference.

In addition, the Government of India (or in some cases Local Governments) exercise under the provisions of contracts detailed control over the management of all Railways in British India greatly exceeding that which is secured by the Indian Railways Act. They also have a certain financial interest in all companies in British India, and a preponderating interest in most of the railways which are of the first importance.

History of Relations of the Government and Companies.—The main causes which have led to the present diversity of conditions in regard to the agency by which railways are managed, and the relations of the Government with the various classes of companies now in existence, are summarised in the following paragraphs:—

The first proposals for the construction of railways in India were submitted in 1844 to the East India Company in England by Mr. R. M. Stephenson, afterwards Chief Engineer of the East Indian Railways, and others; they included the construction of lines by railway companies to be incorporated for the purpose and the guarantee by the East India Company of a specified return. A contract for the construction by the East Indian Railway Company of an experimental line of 100 miles from Calcutta towards Mirzapore or Rajmehal at an estimated cost of 1,000,000*l.* was made in 1849, and a return of 5 per cent. was guaranteed by the East India Company on the Capital; and a similar contract was made in the same year with the Great Indian Peninsula Railway Company for a line from Bombay to Kalyan at an estimated cost of 500,000*l.* But the policy of entrusting generally the construction of Indian railways to guaranteed companies was not adopted until 1854 on the recommendation of Lord Dalhousie, who, in a minute, dated 20th April 1853, explained his reasons for preferring the agency of companies, under the supervision and control of the Government, to the construction of lines on behalf of the Government by its own officers. He held that the State Engineer officers would make railways as well, and possibly as cheaply, and as expeditiously as companies; but that the withdrawal from other duties of the large number

* Includes the Delhi, Umballa, Kalka and Southern Punjab Railways which were purchased by the Secretary of State on 31st March 1926 and 1st January 1930 respectively.

of officers required would be detrimental to the public interest, that the conduct of commercial undertakings did not fall within the proper functions of any Government and least of all within the functions of the Government of India, since the dependence of the population on the Government was, in India, one of the greatest drawbacks to the advance of the country, and that the country would therefore benefit by the introduction of English energy and English capital for railway purposes, with the possibility that such energy and capital would in due course be encouraged to assist in the development of India in other directions.

Old Guaranteed Railways.—The policy supported by Lord Dalhousie was adopted, between 1854 and 1860. Contracts for the construction of Railways in India were made by the East India Company, or (after 1858) by the Secretary of State for India with the East Indian, Great Indian Peninsula, Madras, Bombay, Baroda and Central India, Sind (afterwards, the Sind, Punjab and Delhi), Eastern Bengal, Great Southern of India (afterwards, when amalgamated with the Carnatic Railway Company —see below—the South Indian) and Calcutta and South-Eastern Railway Companies. Under these contracts the railway companies undertook to construct and manage specified lines, while the East India Company (or the Secretary of State for India) agreed to provide land and guaranteed interest on the capital, the rate fixed being in various cases 5, $4\frac{3}{4}$ and $4\frac{1}{2}$ per cent. according to the market rates prevailing when the various contracts were made. Half of any surplus profits earned was to be used towards repaying to the Government any sums by which it had been called upon to supplement the net earnings of any previous period in order to make good the guarantee of interest; and the remainder was to belong to the shareholders. In practically all matters of importance except the choice of staff, the companies were placed by the contracts under the supervision and control of the Government which had power to decide on the standard and details of construction; the rolling-stock to be provided, the number, time and speed of trains; the rates and fares to be charged; the expenditure to be incurred; the standard of maintenance; and the form of accounts. The railways were to be held by the companies on leases terminating at the end of 99 years, and on such termination the fair value of their rolling-stock, plant and machinery was to be paid to them. But provision was also made to enable the Government to purchase the lines after 25 or 50 years on terms calculated to be the equivalent of the companies interest therein and also to enable the companies to surrender their lines to the Government and to receive in return their capital at par.

Early Attempts to Secure Funds for Railway Construction without a Guarantee.—An attempt to secure the construction of railways in India, on terms more favourable to the Government than those of the contracts with the original guaranteed companies, was first made in 1862, when a subsidy, but not a guarantee, was granted to the Indian Branch Railway Company which proposed to make feeders to the trunk lines in Northern India, and did actually make one such line. Similar assistance was granted later to the Indian Tramway Company, which made a short line in Madras. In 1864, the terms granted to the two companies mentioned were taken as a standard for general adoption with a view to the encouragement of similar companies. The chief provisions were that the Government, besides giving the necessary land free of costs, would grant an annual subsidy for 20 years at a rate not exceeding £100 per mile of line with an addition in respect of large bridges costing more than £10,000. These terms failed to attract capital, and the two unguaranteed companies which had begun work found themselves after a few years unable to proceed without further assistance from the Government. Consequently, in 1867, a contract was entered into with the Indian Branch Railway Company (which soon after changed its name to the "Oudh and Rohilkhand Railway Company") by which the company was guaranteed interest at 5 per cent. per annum on the cost of certain lines to be carried out by it, on conditions similar to those laid down in the contracts of the period 1854—1860. Similarly, the Indian Tramway Company, after having been given in 1868 a guarantee of 3 per cent. per annum, went into liquidation in 1870, and became absorbed in a new company called the Carnatic Railway Company (afterwards amalgamated with the Great Southern of India Railway Company to form the South Indian Railway Company), with which the Secretary of State entered into a contract guaranteeing interest on its capital at 5 per cent. per annum. In 1869, Sir John Lawrence summed up the result of the experiment of the construction of railways by unguaranteed companies as follows:—"The Government of India has for several years been striving to induce capitalists to undertake the construction of railways in India at their own risk, and on their responsibility with a minimum of Government interference. But the attempt has entirely failed, and it has become obvious that no capital can be obtained for such undertakings otherwise than under a guarantee of interest fully equal to that which the Government would have to pay if it borrowed directly on its own account."

The attempt to encourage unguaranteed companies having thus been unsuccessful, it became necessary to decide whether the old practice of relying on guaranteed companies, of the type that had provided capital for, and had constructed, the first railways

in India, should be continued. The Government of India expressed their objections to this course. They doubted whether their power of control over such companies secured the greatest possible economy in construction. They also disliked the arrangements under which they guaranteed the interest on the capital of companies, and thus became responsible for loss on working while having only a comparatively remote prospect of profiting by the result of successful working. Two important changes were consequently made in the practice that had been followed since the beginning of railway construction in India:—

1. Arrangements were made with some of the most important of the guaranteed companies that, in lieu of the provision that half of any surplus profits was to be applied in repayment of sums advanced by the Government under the guarantee of interest, half of the surplus profits for each half-year should be the property of the Government. In consideration of this modification, the Government relinquished, in the case of three companies, the Great Indian Peninsula, the Bombay, Baroda and Central India and the Madras, its right to purchase the lines at the end of the first 25 years from the dates of the respective contracts.
2. It was decided by the Secretary of State that the time had arrived when in both raising and expending such additional capital as might be required for new lines in India, the Government should secure to itself the full benefit of its own credit and of the cheaper methods which it was expected that it would be able to use. Accordingly, for several years after 1869, the capital expenditure on railway was chiefly incurred direct by the State and no fresh contracts with guaranteed companies were made except for small extensions. Among the lines constructed or begun by State agency and from State capital between 1869 and 1880 were the Indus Valley, Punjab Northern, Rajputana-Malwa, Northern Bengal, Rangoon and Irrawady Valley and Tirhoot.

Progress in the Construction of Railways.—By the end of 1879, in about 25 years from the introduction of railways in India, 6,128 miles of railway had been constructed by companies which had expended, approximately, £97,872,000 (these figures include the Calcutta and South-Eastern and Nalhati Railways which were constructed by companies but were purchased by the Government in 1868 and 1872, respectively). By the same date 2,175 miles of railway had been constructed by the Government at a cost of £23,695,226.

Introduction of Modified Guarantee Terms.—In 1880, the necessity for great and rapid extension of the railway system was urged by the Famine Commissioners, appointed after the great famine of 1878, who estimated that at least, 5,000 miles were still necessary for the protection of the country from famine. It was held by the Government of the time that a limit was necessary on the capital borrowed annually; and it was clear that the limit fixed was not high enough to allow of such progress in railway construction as was desirable. With reference to this difficulty the Famine Commissioner remarked: "that there would be manifest advantages in giving free scope to the extention of railways by private enterprise if it were possible; and, though the original form of guarantee has been condemned, it may not be impossible to find some substitute which shall be free from its defects, and may secure the investment of capital in these undertakings without involving the Government in financial or other liabilities of an objectionable nature."

Action in the direction suggested by the Commission was taken by the formation of three companies without a guarantee (the Bengal Central in 1881 and the Bengal and North-Western and Rohilkund and Kumaon in 1882), and three new guaranteed companies (Southern Mahratta in 1882, the Indian Midland in 1885, and the Bengal Nagpur in 1887). The Bengal and North-Western and the Rohilkund and Kumaon Railway Companies are referred to more fully, in a later paragraph. The Bengal Central Railway Company's operations were not successful at the outset, and a revised contract was entered into with the company, with effect from the 1st July 1885, under which the Secretary of State guaranteed interest at 3½ per cent. on the company's capital the balance of net earnings remaining after payment of interest on advances by the Secretary of State and debenture capital (but not the share capital) being divided between the Secretary of State and the company in the proportions of three-quarters to the former and one-quarter to the latter. The new contract gave the Secretary of State the right to take possession of the line on the 30th June 1905, or subsequently at intervals of 10 years, on repaying the company's capital at par. The rate of interest guaranteed to the Southern Mahratta Railway Company was also 3½ per cent.; in this case the balance of net earnings remaining after payment of interest on advances by the Secretary of State (but not on share or debenture capital) was divisible in the same way as in the case of the Bengal Central Railway Company. The guarantee to the Indian Midland and Bengal Nagpur Railway Companies was 4 per cent.; and the Secretary of State was entitled to three-quarters of the surplus profits in excess of all interest charges. The

lines constructed by the three companies last mentioned were declared to be the property of the Secretary of State, who had the right to determine the contracts at the end of approximately 25 years after their respective dates, or at subsequent intervals of 10 years, on repaying at par the capital provided by the companies.

The Assam Bengal Railway Company was formed on similar lines in 1892, except that any surplus profits were to be divided between the Secretary of State and the company in proportion to the capital provided by each. The rate of guarantee in this case was 3½ per cent. for the first six years and thereafter 3 per cent.

The terms of guarantee given to the companies formed since 1880 have thus been much more favourable to the Government than in the case of those formed before 1869.

Termination of Contracts of the Old Guaranteed Companies.—In dealing with the guaranteed companies formed before 1869 and with those formed in 1881 and subsequently, it has been the practice (except in the cases mentioned above, when the purchase of some of the old guaranteed lines was postponed in order to secure to the Government a share in surplus profits) to use in some way or other at the earliest possible date the right reserved by the Government of terminating the contracts of the various companies. The method of making use of this right has differed in different cases. The Eastern Bengal, the Oudh and Rohilkhand, the Sind-Punjab and Delhi and the Southern Punjab lines were purchased and transferred to State management, the last two now forming part of the North Western Railway. Similarly, the Bengal Central line was purchased and made part of the Eastern Bengal Railway. The Madras and the Indian Midland lines were acquired but left, after acquisition, under the management of companies working other lines with which it was advantageous to amalgamate them. In the cases of South Indian, Bombay, Baroda and Central India, Southern Mahratta, and Bengal Nagpur, the course adopted has been to arrange for the continuance of management by the original company (or by a new company closely related to the old one), but to secure more favourable financial conditions for the State by one or more of the following methods:—reduction of the amount of capital retained by the companies in the undertakings, reduction of the rate of interest guaranteed by the State on such capital and modification in favour of the Government of the clauses relating to the division of surplus profits. This method was adopted also in regard to the East Indian and the Great Indian Peninsula Railways, but the contracts under which they were being worked having terminated on the 31st December 1924 and the 30th June 1925 respectively, the management of these lines has been taken over by the State from those dates. Similarly the management of the Burma Railways was taken over by the State on the termination of the contract with the Burma Railways Company on the 31st December 1928.

Arrangements between the Government and Companies at present.—The relations between the Government and the guaranteed companies now working railways may be summarised as follows:—

The lines that they work are the property of the State.

The greater part of the capital is the property of the Government, either through having been originally supplied by it or through the acquisition by the Government of the greater part of the companies' interest on the termination of old contracts.

When funds are required for further capital expenditure, the Government has the option either of providing them or of calling on the company to provide them. Both the Government and the company usually receive interest at a fixed rate on their capital and surplus profits are divided between the Government and the company in the various proportions provided for by the contracts. The company's share is in most cases only a small proportion of the total amount.

All the contracts are terminable at the option of the Secretary of State, at specified dates; and on termination the company's capital is repayable at par.

The administrative control exercised by the Government over the companies is as follows:—

The company is bound to keep the line in good repair, in good working condition, and fully supplied with rolling-stock, plant, and machinery; to keep the rolling-stock in good repair and in good working condition; and to maintain a sufficient staff for the purposes of the line;—all to the satisfaction of the Secretary of State.

The Secretary of State may require the company to carry out any alteration or improvement in the line, or in the working that he may think necessary for the safety of the public or for the effectual working of the line.

The Secretary of State may require the company to enter into agreements, on reasonable terms and conditions, with the administrations of adjoining railways for the exercise of running powers, for the supply to one another of surplus rolling-stock, for the interchange of traffic and rolling-stock and the settlement of through rates, and for additions and alterations to, or the redistribution of, existing accommodation in junctions or other stations in view to their convenient mutual use.

The train service is to be such as the Secretary of State may require. In order to secure a general control over the rates quoted by companies, the Secretary of State has retained power to settle the classification of goods and to authorise maximum and minimum rates within which the companies shall be entitled to charge the public for the conveyance of passengers and goods of each class.

The company has to keep such accounts as the Secretary of State may require, and these are subject to audit by the Secretary of State.

In all other matters relating to the line the company is made subject to the supervision and control of the Secretary of State, who may appoint such persons as he may think proper for the purpose of inspecting the line, auditing the accounts, or otherwise exercising the powers of supervision and control reserved to him. In particular, the Secretary of State has the right to appoint a Government Director to the Board of the company, with a power of veto on all proceedings of the Board. All the moneys received by the company in respect of the undertaking, whether on capital or revenue account, have to be paid over to the Secretary of State.

All expenditure by the company has to be stated and submitted for the sanction of the Secretary of State.

Thus, the Government has the preponderating financial interest in the lines worked by the two classes of guaranteed companies, those formed before 1869 and retained as working agencies with reduced capital after purchase, and those formed on terms more favourable to the State after 1880; it has exceedingly wide control over the methods of working; and it has the right of taking possession of the lines at specified times on repayment at par of the capital of the companies.

Other Lines Worked by Companies.—In addition to the lines referred to above, and apart from lines constructed by Branch line companies, District Boards and Indian States, two lines of some importance have been constructed by companies which receive no direct assistance by the Government, namely, the Bengal and North-Western Railway and the Rohilkund and Kumaon Railway. (The Rohilkund and Kumaon Railway Company was guaranteed interest at 4 per cent. during construction and received for 10 years thereafter a subsidy of Rs. 20,000 per annum. This ceased in 1894). While, however, these companies have no guarantee or other direct payment from the Government, they derive some advantage (partly through direct participation in profits and partly through reduction of expenses) from the fact that the working of certain State lines has been entrusted to them, the Tirhoot Railway to the former company and the Lucknow-Barreilly Railway to the latter. Their lines can be purchased by the State in 1942 on terms which are different in respect of the different sections of the lines, but are, on the whole, much more favourable to the companies than those provided for in the contracts with the guaranteed companies. Failing purchase in 1942, the lines will become the property of the State in 1981 on payment of certain amounts. The general administrative control exercised by the State over these companies and the control over expenditure are similar to that which is exercised, as explained above, over guaranteed companies.

APPENDIX C.

The Organisation for Government control.

The initial policy of the Government of India for the construction and working of railways was the establishment of guaranteed railway companies of English domicile. Control over the operations of these companies was at first secured through the appointment of a Consulting Engineer of Guaranteed Railways. Some years later Local Consulting Engineers were appointed for the exercise of control over guaranteed railways and over State-owned railways in the construction of which the State had been financially interested and which had been leased to companies for working. These officers combined the duties of supervision and control on behalf of the Government of India and of an Inspector under the Government of India Railway Act. The Government of India were not directly concerned with the ownership of railways until 1868 when the Calcutta and South Eastern Railway was surrendered to the Indian Government under the terms of the contract between the Secretary of State and the Company.

Owing to the Government of India having in 1869 definitely adopted the policy of direct construction and ownership of railways, a period of rapid development of railway construction ensued and it became necessary to relieve the Public Works Department Secretariat of the Government of India in some measure of the detailed control of railways. Accordingly in 1874 a State Railway Directorate was established and the greater portion of the State Railway establishment and business connected with State Railway Administration was transferred to the control of the Director of State Railways, an officer who functioned on much the same lines as the head of a department under the Government of India. The Consulting Engineer to the Government of India for State Railways was at the same time associated with him but all important matters had still to be referred to the Public Works Department. A special Deputy Secretary in the Railway Branch of the Secretariat of the Public Works Department was also appointed to conduct the correspondence between the Government of India and these officers.

Early in 1877 a further change was made in the organisation responsible for the administration and control of State Railways and in the place of one Director of State Railways three Directors of territorial systems and one Director of State Railways Stores were appointed. These territorial divisions comprised the following systems:—

Central	1,179 miles,
Western	927 miles,
and North Eastern	830 miles.

This division of the administration on a territorial basis proved unsatisfactory in practice as it resulted in the issue of conflicting orders as far as the management of open lines was concerned although no difficulty was experienced in the supervision of new construction.

As the number of lines under construction had decreased and in order to remedy the defect just mentioned, it was decided in 1880 to abolish the Directors of the Central and Western Systems and to transfer the work allotted to them to the Consulting Engineers of the neighbouring guaranteed railways. The abolition of these two appointments resulted in an increase in the administrative work of the Secretariat and it was found necessary to raise the status of the Deputy Secretary to whom the powers previously exercised by the Directors had been entrusted, to that of Director General of Railways.

In the revised organisation the Consulting Engineer to the Government of India for State Railways was associated with the Director General of Railways and assisted the latter primarily in an advisory capacity in matters of civil engineering while the Director of Stores similarly acted in matters concerning stores and rolling-stock and at the same time was an adviser in matters affecting establishment. The Director of Traffic was appointed at the same time as an adviser on traffic problems and the accounts work of the department was placed under the Accountant General, Public Works Department.

Government control and supervision of the Guaranteed Railways continued to be exercised by the Local Consulting Engineers to Government. There were five such officers at the time with headquarters at Bombay, Madras, Calcutta, Lahore and Lucknow. The Consulting Engineers at Madras and Bombay worked directly under the Government of these presidencies, while those at Calcutta, Lahore and Lucknow were under the immediate orders of the Government of India. Under this arrangement practically all powers affecting the finances and day to day management of the

railways were vested either in the Consulting Engineers or in the Government, both for the guaranteed railway companies and later on for State Railways which had been leased for working to railway companies.

The following is a list of the administrative appointments that existed in 1881:—

1. Member of the Governor General's Council, Public Works Department.
2. Secretary, Public Works Department.
3. Deputy Secretary, Railway Branch.
4. Under-Secretary, Railway Branch.
5. Consulting Engineer of State Railways.
6. Director General of Railways.
7. Director of Construction.
8. Accountant General, Public Works Department.
9. Director of State Railways, Stores.
10. Three Assistants to the Director General of Railways.
11. Consulting Engineers for Guaranteed Railways at Calcutta, Lahore and Lucknow.
12. Deputy Consulting Engineers for Guaranteed lines, Calcutta, Lahore and Lucknow.

Madras and Bombay.

13. Joint Secretary, Railway Branch and Consulting Engineer for Railways.
14. Deputy Secretary, Public Works Department.

Punjab.

15. Secretary, Public Works Department.

By this time also Local Governments and Administrations had been induced to take a practical interest in the management of railways and in a few cases short extensions had been constructed from funds the interest of which Local Governments had accepted responsibility to pay. Such lines were controlled by the Local Governments concerned under the general supervision of the Government of India.

After 1881 further alterations of a more or less detailed character were made in the administative organisation and by 1890 the following changes had taken place. Instead of a Deputy Secretary and Under Secretary, Railway Branch, there were then only an Under Secretary and an Assistant Secretary, Railways, in the General Branch. The posts of Director of State Railways, Stores, and Director of Construction had disappeared and in their place there was an Under Secretary, who was an *ex-officio* Deputy Director General of Railways. The post of Accountant General, Railways, had also been abolished and the Accountant General, Public Works Department, was once more made responsible for this work.

Further changes were made in 1897. In that year the post of Director General of Railways was abolished and the post of a Secretary to the Government of India in the Public Works Department was created in its place. The other administrative and secretariat appointments at the headquarters of the Government of India at the time were:—

(1) Director of Railway Construction, and Deputy Secretary and *ex-officio* Director of Stores.

(2) Director of Railway Traffic, and Deputy Secretary and *ex-officio* Director of Railway Statistics.

(3) Two Under Secretaries.

(4) Two Assistant Secretaries.

(5) One Mechanical Assistant.

The post of Consulting Engineer for State Railways was also abolished and his duties transferred to the two Directors. The supervision of the accounts work of the Department, however, still remained under the Accountant General, Public Works Department, who was also an *ex-officio* Deputy Secretary to the Government of India.

In October 1901, Sir Thomas Robertson, C.V.O., was appointed by His Majesty's Secretary of State for India in Council as Special Commissioner for Indian Railways to enquire into and report on the administration and working of Indian Railways. In his report, which became available in 1903, Sir Thomas recommended that the administration of the railways in India should be entrusted to a small Board consisting of a President or Chief Commissioner who should have a thorough practical knowledge of railway working, and should be a member of the Viceroy's Council for railway

matters, and two other Commissioners who should be men of high railway standing and should have a similar training to that of the President. He recommended that the Board should, in addition to the necessary office establishment, be provided with—

(1) A Secretary who should have received a suitable training in the practical working of railways, and who should be *ex-officio* a Secretary to the Government of India.

(2) A Chief Inspector of Railways, to advise on all technical, engineering and mechanical questions.

(3) A suitable number of Government Inspectors.

Sir Thomas Robertson's recommendations were carefully considered by the Governor General in Council and the Secretary of State, and early in 1905 it was decided that the Railway Branch of the Public Works Department of the Government of India should be abolished and that the control of the railway systems in India should be transferred to a Railway Board consisting of three persons, a Chairman and two Members. The Chairman of the Board was vested with the general control of all questions committed to the Railway Board with power to act on his own responsibility subject to confirmation by the Board. The Railway Board were authorised to delegate to the Chairman or a member the power of settling questions which might arise on any tour of inspection, such decision to be recorded subsequently as an act of the Railway Board. The Board was made subordinate and directly responsible to the Government of India in the Department of Commerce and Industry.

The Railway Board assumed office in March 1905 and were provided with the following establishment:—

1. Secretary.
2. Examiner of Accounts.
3. Under Secretary, Construction.
4. Under Secretary, Traffic.
5. Registrar.
6. Director of Railway Construction.

Certain changes were, however, made in the following year and the establishment then consisted of:—

1 Secretary.

3 Assistant Secretaries; one each for Establishment, Construction and Traffic.

1 Registrar.

1 Director of Railway Construction.

1 Railway Accounts Officer.

Sir Thomas Robertson had further suggested in his detailed recommendations that extended powers, both administrative and financial, should be delegated to Boards of Directors of Companies, that the appointments of Consulting Engineers should be abolished and that the work which they performed under the Railways Act should be entrusted to a body of Government Inspectors to be appointed for the purpose. These recommendations were given effect to in a modified form in 1908.

Within a short time after the constitution of the Railway Board, it was found that work was being hampered by having the Commerce and Industry Department between the Railway Board and the Governor General in Council and in October 1908 on the recommendations of the Railway Finance Committee presided over by Sir James Mackay (now Lord Inchcape), the following changes were introduced:—

(1) The appointment of the Chairman of the Railway Board was changed into that of President of the Railway Board and enhanced powers were vested in the President.

(2) The Board with its staff became collectively the Railway Department distinct from and independent of the Department of Commerce and Industry, though remaining under the administrative charge of the Hon'ble Member, Commerce and Industry Department, as the Railway Member.

(3) The President of the Board was given direct access to the Viceroy as if he were a Secretary to the Government of India.

At the same time in consequence of the amalgamation of the Public Works Department Accounts and Civil Audit Establishments under the control of the Finance Member of the Government of India the appointment of Accountant General, Public Works Department, was abolished and the appointment of Accountant General, Railways, was revived.

In 1909 the post of Director of Railway Construction was abolished and the appointment of Chief Engineer with the Railway Board for the purpose of advising the Railway Board on technical matters connected with Civil Engineering was created.

In January 1914, it was decided that the importance of financial and commercial considerations in connection with the control of Indian railway policy justified a modification of the rule that the President and Members of the Railway Board should all be men of large experience in the actual working of railways. It was then decided that in future one member who equally with the others might be appointed President should be selected for commercial and financial experience and a member with the necessary qualifications was appointed.

This arrangement was, however, altered in 1920 when it was decided that all the three members of the Board should possess railway experience. To assist the Board however, in the consideration of financial questions, the post of Financial Adviser to Railway Board was created.

Owing to the expansion of railways in India and the increased work thrown on the Board a second Assistant Secretary, Engineering, was appointed in 1914, and in 1916 the duties of the Construction Branch were divided between one branch dealing with Projects under an Assistant Secretary and a second branch dealing with Way and Works which was sometimes under a separate officer and at other times under the Secretary or Chief Engineer. In 1922 the charge of the Way and Works branch was divided between the Assistant Secretary in charge of Projects and the Assistant Secretary in charge of Stores.

In November 1922, the Board's establishment was strengthened by the appointment of a Chief Mechanical Engineer. This appointment was created to enable the Board to have at headquarters a reliable adviser on matters connected with mechanical engineering.

During 1921 a Committee presided over by Sir William Acworth visited India and one of the questions referred to them was the evolution of a satisfactory authority for the administration of the varied functions which the Railway Board had to perform as:—

(*a*) the directly controlling authority of the three State-worked systems aggregating 9,028 miles,

(*b*) representative of the predominant owning partner in systems aggregating 22,949 miles,

(*c*) the guarantor of many of the smaller companies,

(*d*) the statutory authority over all railways in India.

The Acworth Committee recommended in their report:—

(1) that a new Department of Communications responsible for railways, ports and inland navigation, road transport and posts and telegraphs under a Member of Council in charge of Communications should be created,

(2) that under the Member of Council for Communications there should be a technical staff consisting on the railway side of a Chief Commissioner and four Commissioners and that of the four one should be in charge of finance and the organisation and staff of the office and the other three Commissioners should be in charge of three respective divisions, Western, Eastern and Southern,

(3) that the technical staff attached to the Commission should be strengthened specially on the traffic side.

The Government of India, though they did not accept the first recommendation of the Acworth Committee, agreed to the re-organisation of the Railway Board being undertaken on the principles underlying the report of the Acworth Committee. The appointment of a Chief Commissioner was accordingly sanctioned in November 1922, and in accordance with the recommendations of the Acworth Committee he is solely responsible, under the Government of India, for arriving at decisions on technical questions and advising the Government of India on matters of Railway policy; he is not liable to be over-ruled, as the President was, by his colleagues in the Railway Board.

The first duty of the Chief Commissioner was to work out detailed proposals for the re-organisation of the Railway Board and as a first step he made recommendations to the Government of India for the immediate appointment of a Financial Commissioner. This recommendation was strongly endorsed by the Indian Retrenchment Committee and the appointment of the Financial Commissioner was made in April 1923 with the sanction of the Secretary of State. The further proposals of the Chief Commissioner for the re-organisation of the Railway Board were accepted by the Government of India and the Secretary of State and were introduced from the 1st April 1924. It was decided, however, for reasons connected with the present statutory position of the Railway Board, and to avoid confusion with the provisions for a Railway Commission under Chapter V of the Railways Act, to retain the name "Railway Board".

for the headquarters organisation of the Railway Department instead of "Railway Commission" as recommended by the Acworth Committee.

The Railway Board as then reconstituted consisted of the Chief Commissioner as President, the Financial Commissioner and two Members, the Chief Commissioner being Secretary to the Government of India in the Railway Department. The proposal of the Acworth Committee that the Indian Railways should be sub-divided into three territorial divisions with a Commissioner in charge of each was not accepted, and the work of the Members of the Board was divided on the basis of subjects and not on a territorial basis. One Member dealt with technical subjects and the other with general administration, personnel and traffic subjects, the Financial Commissioner representing the Finance Department on the Board and dealing with all financial questions.

The re-organisation carried out in 1924 had for one of its principal objects the relief of the Chief Commissioner and the Members from all but important work so as to enable them to devote their attention to larger questions of railway policy and to enable them to keep in touch with Local Governments, railway administrations and public bodies by touring to a greater extent than they had been able to do in the past. This object was effected by placing a responsible Director at the head of each of the main branches of the Board's work, namely Civil Engineering, Mechanical Engineering, Traffic and Establishment. The former Chief Engineer and the Chief Mechanical Engineer who had been employed mainly in consultative work, became Directors and together with the Directors of Traffic and Establishment have been made responsible for the direct disposal of the work of their branches under the general orders of the Railway Board.

The posts of Joint Secretary and 4 Assistant Secretaries were replaced by 6 Deputy Directors working under the Directors and in charge of branches dealing with Establishment, Works, Projects, Stores, Statistics and Traffic. One Assistant Director was also added to supervise the Technical Branch and the Drawing Office. The disposal of the general work of the Railway Board was provided for by the continuance of the post of Secretary in whose name all letters and orders of the Board are issued. The position of the Board as a Department of Government of India has been maintained and it works under the Member for Commerce and Railways. As already stated the Chief Commissioner is the Secretary to the Government of India in the Railway Department and orders issued by the Board over the signature of the Secretary are orders of the Government of India.

Experience of the working of this organisation during 1924-25 and the decision agreed to by the Legislative Assembly in September 1924 to separate railway finances from the general finances of the country made it necessary to appoint a Deputy Director and an Assistant Director of Finance. An Assistant Director of Statistics was also added during that year. Later a Director of Finance was added to the establishment occupying, as regards disposal of work, the same position as the Directors referred to above.

Further experience of the reduction of work resulting from the large delegation of powers and responsibility to the Agents of State-managed Railways and the Board of Directors of Company-managed railways enabled a re-arrangement of work to be made during 1925-26 accompanied by a reduction in the staff. Under this re-arrangement the posts of 3 Deputy Directors an Assistant Director and the Assistant Secretary were held in abeyance. The personnel work was transferred from the Director of Establishment to the Secretary and a temporary post of Deputy Secretary was created. Further a separate technical office was established to take charge of the technical work of the engineering branches. The Technical Officer also acted as *ex-officio* Secretary to the permanent Standardisation Committees which were appointed to deal progressively with all questions of standards of equipment.

This arrangement was found, however, to be inadequate. In addition to the general increase in work in the Railway Board's Office consequent on the taking over of the East Indian, Great Indian Peninsula and Burma Railways under State control labour problems had assumed such importance and were so rapidly increasing in number and complexity that it was not possible to deal with them effectively without the appointment of additional staff. Accordingly it was decided to create an additional post of Member of the Railway Board to deal with staff and labour questions; leaving the Member in charge of Traffic, who had hitherto been dealing with establishment matters, to devote his whole time to questions relating to the Transportation and Commercial aspects of Railway work.

It was also decided to revive the post of Deputy Director, Establishment, so as to free the Director of Establishment from this work, and thus enable him to give his time to the study of problems of railway labour. Of the two posts of Deputy Directors of Traffic and Statistics one was held in abeyance from 1925 and the two posts have since been amalgamated.

In October 1930 the compilation of statistical information which used previously to be done in the Board's office was entrusted to the Controller of Railway Accounts, and

with the transfer of this work, the post of Assistant Director of Statistics was also transferred from the Railway Board's office to that of the Controller of Railway Accounts.

In 1931-32, in view of the decline in traffic earnings and in the number and magnitude of Engineering works owing to financial stringency, the possibility of making temporary reductions in the organisation of the Board was explored and as a result of this examination and with the approval of the Secretary of State for India the following superior posts have been held in abeyance with effect from the dates noted below:—

Member, Traffic—29th March 1932.

Member, Engineering—5th May 1932.

Director, Civil Engineering—4th December 1931.

Director, Mechanical Engineering—1st April 1932.

Deputy Secretary—1st March 1932.

Assistant Director of Finance—31st July 1931.

It was also decided, for so long as the post of Member Traffic, was held in abeyance, to create an additional temporary post of Deputy Director, Traffic, with effect from the 1st April 1932.

The re-organisation was complete in May 1932, and then the superior staff in the office of the Railway Board consisted of the Chief Commissioner, the Financial Commissioner, 1 Member, 3 Directors, 6 Deputy Directors and 1 Secretary.

Shortly after this, however, it was recognised that unless the work was to be seriously delayed, it would be impossible for the Chief Commissioner who had taken over the duties of the Member Engineering, after that post had been held in abeyance, to devote the time that was necessary for the disposal of Civil Engineering business in the Railway Board's office and it was accordingly decided to revive the post of Director of Civil Engineering, which was being held in abeyance since December 1931, with effect from November 1932, from which date the post of Deputy Director, Civil Engineering is being held in abeyance. It was also decided in October 1932 to convert the post of Chief Superintendent to that of Assistant Secretary. The post of Director, Mechanical Engineering has been revived with effect from the 1st April 1935. As the Government of India had for some time felt the need for a whole time Member of the Railway Board devoting himself entirely to Traffic questions, such as competition with alternative means of transport, alterations in fares in order to improve net earnings, etc., the post of Member, Traffic, which was held in abeyance from 29th March 1932 has been revived with effect from the 12th October 1936 as a temporary measure but owing to increase of work in the Traffic Branch it has been decided not to abolish for the present the temporary post of Deputy Director, Traffic.

The existing superior staff in the Railway Board's office consists of the Chief Commissioner, the Financial Commissioner, 2 Members, 5 Directors, 5 Deputy Directors, 1 Secretary and 1 Assistant Secretary.

For the conduct of the work connected with the production of standard designs and specifications for all classes of materials, plant and rolling-stock in use on Indian Railways, a Central Standards Office for Railways was formed in January 1930 for a period of 5 years as an experimental measure, the post of Technical Officer with the Railway Board, being abolished at the same time. The activities of this office towards the introduction of standard designs for railways on an all-India basis having proved successful, it was made permanent in 1935 with an addition to the existing staff, to carry out more extensive technical research to enable Indian Railways to keep abreast with modern development in railway practice.

APPENDIX D.

Resolution regarding the separation of railway from General Finances, adopted by the Legislative Assembly on the 20th September 1924.

"This Assembly recommends to the Governor General in Council that in order to relieve the general budget from the violent fluctuations caused by the incorporation therein of the railway estimates and to enable railways to carry out a continuous railway policy based on the necessity of making a definite return to general revenues on the money expended by the State on Railways.

(1) The railway finances shall be separated from the general finances of the country and the general revenues shall receive a definite annual contribution from railways which shall be the first charge on the net receipts of railways.

(2) The contribution shall be based on the capital at charge and working results of commercial lines, and shall be a sum equal to one per cent. on the capital at charge of commercial lines (excluding capital contributed by companies and Indian States) at the end of the penultimate financial year *plus* one-fifth of any surplus profits remaining after payment of this fixed return, subject to the condition that, if in any year railway revenues are insufficient to provide the percentage of one per cent. on the capital at charge surplus profits in the next or subsequent years will not be deemed to have accrued for purposes of division until such deficiency has been made good.

The interest on the capital at charge of, and the loss in working, strategic lines shall be borne by general revenues and shall consequently be deducted from the contribution so calculated in order to arrive at the net amount payable from railway to general revenues each year.

(3) Any surplus remaining after this payment to general revenues shall be transferred to a railway reserve; provided that if the amount available for transfer to the railway reserve exceeds in any year three crores of rupees only two-thirds of the excess over three crores shall be transferred to the railway reserve and the remaining one-third shall accrue to general revenues.

(4) The railway reserve shall be used to secure the payment of the annual contribution to general revenues; to provide, if necessary, for arrears of depreciation and for writing down and writing off capital; and to strengthen the financial position of railways in order that the services rendered to the public may be improved and rates may be reduced.

(5) The railway administration shall be entitled, subject to such conditions as may be prescribed by the Government of India, to borrow temporarily from the capital or from the reserves for the purpose of meeting expenditure for which there is no provision or insufficient provision in the revenue budget subject to the obligation to make repayment of such borrowings out of the revenue budgets of subsequent years.

(6) A Standing Finance Committee for Railways shall be constituted consisting of one nominated official member of the Legislative Assembly who should be chairman and eleven members elected by the Legislative Assembly from their body. The members of the Standing Finance Committee for Railways shall be *ex-officio* members of the Central Advisory Council, which shall consist, in addition, of not more than one further nominated official member, six non-official members selected from a panel of eight selected by the Council of State from their body and six non-official members selected from a panel of eight elected by the Legislative Assembly from their body.

The Railway Department shall place the estimate of railway expenditure before the Standing Finance Committee for Railways on some date prior to the date for the discussion of the demand for grants for railways and shall, as far as possible, instead of the expenditure programme revenue show the expenditure under a depreciation fund created as per the new rules for charge to capital and revenue.

(7) The railway budget shall be presented to the Legislative Assembly if possible in advance of the general budget and separate days shall be allotted for its discussion, and the Member in charge of Railways shall then make a general statement on railway accounts and working. The expenditure proposed in the railway budget, including expenditure from the depreciation fund and the railway reserve, shall be placed before the Legislative Assembly in

the form of demands for grants. The form the budget shall take after separation, the detail it shall give and the number of demands for grants into which the total vote shall be divided shall be considered by the Railway Board in consultation with the proposed Standing Finance Committee for Railways with a view to the introduction of improvements in time for the next budget, if possible.

(8) These arrangements shall be subjected to periodic revision but shall be provisionally tried for at least three years.

(9) In view of the fact that the Assembly adheres to the resolution passed in February 1923, in favour of State management of Indian Railways, these arrangements shall hold good only so long as the East Indian Railway and the Great Indian Peninsula Railway and existing State-managed railways remain under State management. But if in spite of the Assembly's resolution above referred to Government should enter on any negotiations for the transfer of any of the above railways to Company management such negotiations shall not be concluded until facilities have been given for a discussion of the whole matter in the Assembly. If any contract for the transfer of any of the above railway to Company management is concluded against the advice of the Assembly, the Assembly will be at liberty to terminate the arrangements in this Resolution.

Apart from the above convention this Assembly further recommends—

(i) that the railway services should be rapidly Indianised, and further that Indians should be appointed as Members of the Railway Board as early as possible, and

(ii) that the purchases of stores for the State Railways should be undertaken through the organisation of the Stores Purchase Department of the Government of India."

APPENDIX E.

Government of India, Railway Department, Resolution No. 2131-F., dated the 19th February 1925, on the subject of the financing of branch lines of Railways.

The Governor General in Council, with the sanction of His Majesty's Secretary of State for India, is pleased to issue the following orders on the subject of financing of Branch Lines, in supersession of all previous orders on the subject.

1. Branch and Feeder Lines are constructed under an agreement by which the State guarantees a minimum return on the capital, or alternatively, undertakes that the line shall receive, out of the earnings of the main line from traffic contributed by the branch, such a sum, known as a rebate, as will make up the total earnings of the branch to a given sum, while the branch in each case shares with the main line any profits exceeding the guaranteed minimum.

2. This method of encouraging the construction of lines originated 30 years ago simply because the Government of India was unable to furnish the necessary capital.

3. The Acworth Committee pointed out that this method, while enabling lines to be built which would otherwise not have been built, has no other merit. The financial terms usual before the war are now quite inadequate and if the system is to continue they will have to be revised. All the witnesses before the Committee who asked for a revision of the terms admitted that, if the main line were in a position to build a given branch itself, they would prefer that it should be done by the main line rather than that it should be done as a separate undertaking.

4. Amongst the disadvantages pointed out by the Committee are the following:—

(i) The Branch Line Company is usually a fifth wheel to the coach. It implies in some cases a separate construction staff; it always implies a separate Board of Directors, and separate accounts.

(ii) Where the branch is worked by the main line, if its Directors feel that the management is unsatisfactory, they not only make representations to the main line administration, but in the last resort can appeal to the Railway Board which does not make for harmony.

(iii) Capital raised by a small private undertaking, even with a Government guarantee, will cost more than money raised by the State.

(iv) Inconceivable confusion results from the multiplication of independent Railway Companies—each company, small or great, desires to reserve for itself a separate sphere of influence; and jealously demands that, if any new-comer intrudes into that sphere, he shall pay toll to the original concessionaire. This only complicates a situation which ought to be considered solely from the point of view of the public interest. New proposals for the extension or connection of lines by small independent companies are either refused owing to protests by the old company or only permitted on a basis of elaborate accounting between the new company and the old for the profits which hypothetically would have belonged to the old line had the new line not been opened.

5. The only arguments urged in favour of the Branch Line Companies were:—

(i) That money had been raised which the Government of India was unable to furnish.

(ii) That a claim was made that the Branch Line Company obtained from local sources money that would never be subscribed to a Government loan.

(iii) That there may be cases of a Branch Line of smaller gauge *worked independently*, which the Branch Line Company can operate more economically than a main line.

6. The Acworth Committee, therefore, so far from approving of this system considered that the aim of the Government should be to reduce by amalgamation the number of existing companies and that it should only be in cases where the State cannot or will not provide adequate funds that private enterprise in the direction should be encouraged.

7. The disadvantages pointed out by the Acworth Committee required to be even further amplified. The existing Branch Line Companies have ceased for some time to raise additional capital for capital requirements. They have either obtained overdrafts from various Banks for this purpose at heavy rates of interest or issued debentures at special rates of interest (usually about 7 per cent.) or in several cases asked for money to be advanced to them by the Railway Board. So far, therefore, from reducing the amount

that the Government of India have to raise in the open market, they are at present increasing that amount.

8. Another serious disadvantage which is not mentioned by the Acworth Committee is that the main line usually works the Feeder or Branch Line for a remuneration which, in most cases, is limited to a maximum of a fixed percentage of the gross earnings of the Branch Line (usually 40 per cent. or 50 per cent.)—terms of remuneration which at present are grossly inadequate. The result of this arrangement is that many of the main lines whose working expenses are from 60 to 80 per cent. of the gross earnings are saddled with heavy expenditure which ought to have been debited to Branch Line Companies. Where the Branch Line Companies are "successful", that is, where the shares stand at a high figure, their profits are inflated owing to their working expenses being thus artificially reduced. Again, where in the case of less "prosperous" Branch Line Companies, the Government has to make a direct subsidy in order to make up the guaranteed interest on the capital, the amount paid by way of subsidy does not reveal the true loss of the Government in connection with the Branch Line Company. To this subsidy should be added also the additional loss incurred from the main line working the Branch Line at less than the actual cost. Even this, however, does not give a complete statement of the loss sustained by Government in connection with these Companies. These Companies have been supplied with land free of charge and the cost of such land is not taken into account either in the Capital or the Revenue Accounts of the Companies concerned.

9. The only real argument in favour of these Companies is that they must be utilised in cases where the Government itself is unable or declines to raise the necessary amount of capital for new constructions. It is doubtful whether such a position is likely to recur in the future. It is admitted that to use the agency of these Companies is a far more expensive method of raising money for the construction of railways than direct Government loans can ever be. The amount of assistance given by Branch Line Companies in the past has been trivial; the total amount of capital raised through the agency of Branch Line Companies has only been about Rs. $10\frac{3}{4}$ crores—an amount which in itself is less than the lapse that occurred last year in the provision for capital expenditure in the Railway Budget.

10. The difficulties and complications now experienced in connection with these Branch Line Companies are out of all proportion to the insignificant financial facilities offered by the Companies. The Government of India have therefore decided that the Branch line policy should be abandoned and that an endeavour should be made to reduce the number of the existing Branch Line Companies. If on any occasion the Government of India should be unable to find funds for construction (which is not the case at present), and should it be considered advisable to tap fresh sources for subscription to railway loans by offering terms different from those given to the ordinary Government loans, that is, by offering not only a fixed rate of interest, but a share in the profits of a particular Branch Line, there appears to be no particular advantage of using a financial half-way house specially to float a loan on such terms; there appears to be no reason why the Government should not float the loan direct. But it will probably be found sufficient to raise short-term debentures at a high rate of interest—to be liquidated when the loan market is favourable—a procedure adopted now by the Branch Line Companies, but at a high rate of interest than would be necessary for the Government.

11. There remains the case of the District Board Railways for which some of the capital or the security for the capital is secured by a special cess levied by the District Board throughout the district.

The Acworth Committee pointed out that where a District Board was the promoter of a new Branch Line, considerations other than purely commercial came into play with the result of further complications and confusion. In a footnote to the report they referred to the views expressed by the Madras Government who had drawn attention to a case in which, although no short-circuiting was involved, there had been a delay of over 10 years in arriving at a decision in regard to the terms for working a District Board Railway by the South Indian Railway Company. The amount of capital raised by District Boards for such lines has been only Rs. 137 lakhs while the amount raised by Company lines subsidised by District Boards amounts to Rs. $2\frac{1}{2}$ crores. These amounts are insignificant as compared with the total capital raised by the Government and it is clear that the relief afforded to the Government of India in raising the loans is quite disproportionate to the great complications which have resulted in the working of the railway administration. Loans raised direct by the District Boards do not relieve the market of the Government of India; the money is ultimately borrowed from the Government of India.

12. The legal position regarding the powers of District and Local Boards in the matter of railway construction and management depends in part on the Indian Railways Act, 1890, which, in the absence of express exclusion of its application, extends to all District Board railways and, in part on the nature of the provision made in the matter in the District or Local Boards Act of the province concerned. It is only in the Madras Presidency that the question has assumed prominence and it will suffice to

indicate briefly the nature of the provisions contained in the Madras Local Boards Act, 1920. Action under section 113 of that Act can only be taken " with the previous sanction of the Government of India ". Having obtained such sanction, a District Board may either itself construct and maintain a railway within, or partly within, the local area under the control of the Board, or may subscribe to any debenture loan raised by the Government of India or by any other local authority or by any company for the construction or maintenance of any railway which the Board considers likely to be of benefit to the district, or may guarantee the payment from the district fund of such sums as it shall think fit as interest on capital expended on any such railway (that is, whether the railway is constructed by the Government of India or by any other local authority or by a Company).

Section 236 of the same Act provides that the accumulations of a local railway cess may be utilised for all or any of the purposes specified in section 113, including the guaranteeing of payment of interest on capital spent on a railway.

A District Board in Madras, therefore, can guarantee the payment from the district fund of the money sufficient to make up minimum interest on capital expended on a railway within its area whether such railway is constructed by the Government of India or by a Company, the only disadvantage attaching to this particular form of guarantee being that the Act does not make the payment of the guaranteed interest a first charge on the District Board Fund.

13. The Government of India could not reasonably use their powers under the Indian Railways Act, 1890, or under, *e.g.*, section 113 of the Madras Local Boards Act, 1920, to prevent a District Board or a local body from constructing a light railway or a tramway which had no physical connection with any existing main line and which that local body proposed to work itself or through a local company. But as things stand at present there is no reason for continuing the practice under which District Boards are allowed to make money out of Branch Lines connected with a main line when they themselves cannot make any arrangements for the working of the lines and require to have them run by the main lines.

14. These District Board railways must not be confused with the light and feeder railways which constitute a provincial subject under the Devolution Rules. The provincial subject in question comprises " light and feeder railways and extra-municipal tramways in so far as provision for their construction and management is made by provincial legislation ". That is to say, it comprises only individual light or feeder railways or extra-municipal tramways for the construction and management of which specific provision has been made by an Act of the local legislature of the province concerned. Hitherto, no such legislation has been enacted with the result that the entry in question in the provincial schedule, as also the qualifying words to entry 5 (*a*) * in the central schedule, have no operation, and all existing railways of every description are included in the central subject defined in the last-named entry. It should also be observed that the provincial subject in question is " subject to legislation by the Indian Legislature in the case of any such railway or tramway which is in physical connection with a main line or is built on the same gauge as an adjacent line ", the effect being that a provincial bill designed to provide for the construction of a light or feeder railway or extra-municipal tramway in physical connection with a main line or built on the same gauge as an adjacent main line would require the previous sanction of the Governor General under clause (*f*) of sub-section (3) of section 80-A of the Government of India Act; and it may be presumed that few occasions are likely to arise in which provision will be made by local legislation for the construction of a light or feeder railway not answering one or other of these descriptions.

15. The proposal set forth in this Resolution is not designed to evade the legitimate operation of the legal position described, in the case of District Board railways, in paragraph 12 and in the case of provincial light and feeder railways, in paragraph 14; but it follows from the proposal that Local Governments and District or Local Boards should not, in the absence of special circumstances, be encouraged to build branch or feeder lines. In other words, the normal procedure will be the construction by the Government of India, or at its cost, by a Company, of a branch line which a District Board or Local Government desires to have constructed and is prepared to guarantee. But, should the railway programme not permit the construction of such a line within a reasonable time, the possibility of permitting a District Board or Local Government to construct it from its own funds would require consideration.

Unremunerative Lines.

16. The above proposals relate to the procedure adopted in the past and the procedure which it is proposed to adopt in the future for the financing of the construction of branch or feeder lines expected to prove remunerative from the point of view of railway earnings only. But there are cases where the Local Governments or local

* " Railways and extra-municipal tramways, in so far as they are not classified as provincial subjects under entry 6 (*d*) of Part II of this Schedule."

authorities may desire that a line should be constructed which will not be remunerative on railway earnings and the construction of which is desired by them for purely local reasons on account of the administrative advantages it is likely to confer or for the development of a particular area. It is proposed that in future the Railway Board in such circumstances should have power to arrange for the construction of the line from railway funds if the Local Government or the local authority guarantees the Railway Board against loss. The guarantee would be to the effect that the local authority would make up the difference between the net earnings and the interest and other charges payable. As it is not desirable that the Central Government should make any profit out of such contributions by local authorities; it is also proposed that where contributions have been made by a local authority for this purpose the repayment of such contributions should be a first charge on any net profit subsequently realised from the line, should the line prove remunerative.

17. The Central Government must, however, retain the power to decide whether a line is to be built or not; the proposals in the preceding paragraph must not be taken to imply that a Local Government by giving a guarantee can require the Railway Board to construct a line. Proposals of a Local Government might run counter to the general railway policy or might take the form of short-circuiting railway traffic and so lead to a reduction of receipts from existing lines.

18. These proposals have been circulated to Local Governments and have been generally welcomed by them as affording a suitable method of reconciling central and local interests and of providing for local bodies and Local Governments a method of securing the construction of railways which may be required for purely local reasons, and which, while not likely to prove remunerative on purely railway earnings, are likely to provide such indirect benefits to Local Governments and local bodies as will more than repay the amounts paid under the guarantee. Several such arrangements have already been made with Local Governments.

APPENDIX F.

I.—GAZETTED OFFICERS.

I. —*Statement of Gazetted Officers and Officers of corresponding rank employed on Class I Railways, Railway Board and other Railway Offices (excluding H. E. H. the Nizam's State and Jodhpur Railways) on the 31st March 1937 as compared with 31st March 1936.*

Item.	A. B.		B. N.		B. & N. W.		B., B. & C. I.		BURMA.		E. B.		E. I.		G. I. P.		M. & S. M.		N. W.		R. & K.		S. I.		Rly. Board and Miscellaneous officers.		TOTAL.	
	1936.	1937.	1936.	1937.	1936.	1937.	1936.	1937.	1936.†	1937.†	1936.	1937.	1936.	1937.	1936.	1937.	1936.	1937.	1936.	1937.	1936.	1937.	1936.	1937.	1936.	1937.	1936.	1937.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
1. *Agency Department*—																												
1·01. Europeans	3	2	4	4	*3	2	*3	3	4	5	4	4	5	5	5	4	5	5	6	7	2	2	4	3	2	3	*55	54
1·02. Indians—																												
(*a*) Hindus—																												
Other than Depressed classes	1	1	2	2	..	..	..	..	..	..	2	2	3	5	..	..	..	..	..	1	..	..	3	3	..	..	11	14
Depressed classes	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(*b*) Muslims	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	..	..	..	..	..	..	1	1
(*c*) Anglo-Indians and domiciled Europeans.	..	..	..	..	..	..	..	..	..	..	..	1	3	3	..	..	..	..	1	1	..	..	1	1	..	..	5	6
(*d*) Sikhs	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(*e*) Indian Christians	..	..	..	..	..	..	*1	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	*1	1
(*f*) Parsis	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(*g*) Other communities	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..
(*h*) Total	1	1	2	2	..	..	*1	1	1	..	2	3	6	8	..	..	..	..	2	3	..	..	4	4	..	..	*19	22
*1·03. GRAND TOTAL	4	3	6	6	*3	2	9	9	5	5	6	7	11	13	5	4	5	5	8	10	2	2	8	7	2	3	*74	76
2. *Accounts Department*—																												
2·01. Europeans	..	..	5	5	6	6	7	4	2	2	..	..	3	4	6	6	6	5	1	..	1	1	3	3	1	1	41	37
2·02. Indians—																												
(*a*) Hindus—																												
Other than Depressed classes	..	..	4	4	2	2	2	2	1	1	5	6	8	7	1	3	2	2	9	8	2	2	6	5	4	6	46	48
Depressed classes	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(*b*) Muslims	..	..	..	..	..	..	1	2	..	..	..	..	..	..	..	..	..	..	4	5	..	..	..	..	2	1	7	8
(*c*) Anglo-Indians and domiciled Europeans.	..	..	3	3	..	..	1	2	1	1	..	..	4	4	1	1	1	2	1	1	..	..	1	1	..	..	13	15
(*d*) Sikhs	..	..	1	1	..	..	..	..	..	..	1	1	..	..	..	..	..	..	2	2	..	..	..	..	..	..	4	4
(*e*) Indian Christians	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	1	1	..	..	2	1
(*f*) Parsis	..	..	..	..	..	..	2	2	..	..	..	..	..	..	2	1	2	2	..	..	..	..	..	..	..	..	6	5
(*g*) Other communities	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(*h*) Total	..	..	8	8	2	2	6	8	2	2	7	7	12	11	4	5	5	6	16	16	2	2	8	7	6	7	78	81
2·03. GRAND TOTAL	..	..	13	13	8	8	13	12	4	4	7	7	15	15	10	11	11	11	17	16	3	3	11	10	7	8	119	118

*Revised figures.

† The figures in respect of Parsis are negligible.

APPENDIX F—*contd.*

I.—Statement of Gazetted Officers and Officers of corresponding rank employed on Class I Railways, Railway Board and other Railway Offices (excluding H. E. H. the Nizam's State and Jodhpur Railways) on the 31st March 1937 as compared with 31st March 1936—contd.

Item.	A. B.		B. N.		B. & N. W.		B., B. & C. I.		Burma.		E. B.		E. I.		G. I. P.		M. & S. M.		N. W.		R. & K.		S. I.		By. Board and Miscellaneous officers.		Total.	
	1936.	1937.	1936.	1937.	1936.	1937.	1936.	1937.	1936.†	1937.†	1936.	1937.	1936.	1937.	1936.	1937.	1936.	1937.	1936.	1937.	1936.	1937.	1936.	1937.	1936.	1937.	1936.	1937.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
3. *Engineering Department*—																												
3·01. Europeans	11	10	41	35	18	16	29	28	25	21	19	17	37	37	40	40	24	25	42	40	3	3	22	22	11	12	322	306
3·02 Indians—																												
(a) Hindus—																												
Other than Depressed classes	6	7	10	10	*5	6	16	15	4	4	13	12	31	34	8	9	17	17	47	48	..	..	14	14	2	2	*173	178
Depressed classes	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(b) Muslims	3	3	2	3	2	3	..	..	..	..	2	2	4	4	5	4	..	..	8	9	2	1	..	..	..	..	28	29
(c) Anglo-Indians and domiciled Europeans.	1	1	9	9	*2	2	1	1	2	3	1	1	3	5	..	2	1	1	8	9	..	..	..	..	1	..	*29	34
(d) Sikhs	1	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	5	6	1	1	..	..	..	..	7	8
(e) Indian Christians	..	..	..	..	..	..	..	..	..	..	..	..	..	..	6	5	2	2	2	2	..	..	1	1	..	..	11	10
(f) Parsis	..	..	1	1	..	..	1	1	..	..	..	..	2	2	3	3	..	..	..	..	..	..	..	..	..	..	7	7
(g) Other communities	..	..	..	..	..	..	..	..	1	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1
(h) Total	11	12	22	23	*9	11	18	17	7	8	16	15	40	45	22	23	20	20	70	74	3	2	15	15	3	2	*256	267
3·03. Grand Total	22	22	63	58	*27	27	47	45	32	29	35	32	77	82	62	63	44	45	112	114	6	5	37	37	14	14	*578	573
4. *Transportation*—																												
4·01. Europeans	7	7	*23	21	12	9	24	23	16	16	14	14	35	29	49	49	18	16	26	25	2	3	11	9	5	5	*242	226
4·02. Indians—																												
(a) Hindus—																												
Other than Depressed classes	3	3	14	16	*2	3	7	7	..	..	13	13	10	13	9	9	7	7	12	11	..	..	12	12	2	2	*91	96
Depressed classes	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(b) Muslims	1	2	7	9	1	1	4	4	..	..	4	4	6	6	4	4	..	..	7	6	1	1	1	1	1	2	37	40
(c) Anglo-Indians and domiciled Europeans.	2	2	2	4	1	1	1	1	2	2	5	4	3	3	3	2	3	3	2	2	..	1	5	5	2	2	31	37
(d) Sikhs	..	..	1	2	..	..	1	1	..	..	..	..	1	1	..	..	2	2	4	4	..	..	..	..	..	..	9	10
(e) Indian Christians	..	..	1	1	..	..	2	3	..	..	..	..	1	1	..	..	1	1	1	1	..	..	..	..	..	..	6	7
(f) Parsis	..	..	..	..	..	..	2	2	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	*2	3
(g) Other communities	..	..	..	..	..	..	..	..	6	6	..	..	..	..	1	1	..	..	..	..	..	..	..	..	..	..	*7	7
(h) Total	6	7	25	32	*4	5	17	18	8	8	22	21	21	29	17	16	13	14	26	24	1	2	18	18	5	6	*183	200
4·03. Grand Total	13	14	*48	53	*16	14	41	41	24	24	36	35	56	58	66	65	31	30	52	49	3	5	29	27	10	11	425	426

* Revised figures.

† The figures in respect of Parsis are negligible.

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
5. *Commercial*—																												
5·01. Europeans	1	2			1	1							6	7	12	10							2	3	..	..	22	23
5·02. Indians—																												
(a) Hindus—																												
Other than Depressed classes	..	..			..	..							6	8	10	11							5	5	..	..	21	19
Depressed classes	..	..			..	..							..	..	..	..							..	..	..	..	..	..
(b) Muslims	..	..	Included under Transportation.		1	3							1	1	1	1							..	..	..	..	3	5
(c) Anglo-Indians and domiciled Europeans.	..	..			..	..	Included under Transportation.						2	2	1	1	Included under Transportation.						..	..	..	..	3	3
(d) Sikhs	..	..			..	..							..	..	..	..							..	..	..	..	..	..
(e) Indian Christians	..	..			..	..							..	..	1	1							..	..	..	..	1	1
(f) Parsis	..	..			..	..							..	..	..	..							..	..	..	..	..	..
(g) Other communities	..	..			..	..							..	..	..	..							..	..	..	..	..	..
(h) Total	..	..			1	3							9	6	13	14							5	5	..	..	28	28
5·03. Grand Total	1	2			2	4							15	13	25	24							7	8	..	..	50	51
6. *Mechanical Engineering*—																												
6·01. Europeans	*7	6	21	21	*15	14	*28	28	20	20	15	13	33	28	20	21	18	18	45	43	2	2	16	16	3	4	*243	234
6·02. Indians—																												
(a) Hindus— Other than Depressed classes	2	2	5	5	..	..	5	5	..	..	7	7	15	17	3	4	5	5	6	9	..	..	5	5	..	..	53	59
Depressed classes	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(b) Muslims	1	1	..	..	..	..	1	1	..	..	1	1	3	4	..	..	..	..	4	4	..	..	..	..	..	..	10	11
(c) Anglo-Indians and domiciled Europeans.	1	1	1	1	..	..	..	..	2	2	1	2	2	3	1	1	..	..	1	1	..	..	..	..	..	..	9	16
(d) Sikhs	..	..	..	..	..	..	..	..	..	..	..	..	1	1	..	..	..	..	1	1	..	..	..	..	..	..	2	2
(e) Indian Christians	..	..	..	..	..	..	..	..	..	..	1	1	2	1	1	1	..	..	2	2	..	..	..	..	1	1	7	6
(f) Parsis	..	..	1	1	..	..	..	..	..	..	..	..	1	1	1	1	*1	1	..	..	..	..	..	..	..	..	*4	4
(g) Other communities	..	..	..	..	..	..	..	..	1	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	*1	1
(h) Total	4	4	7	7	..	..	6	6	3	3	10	11	24	32	6	7	6	6	14	17	..	..	5	5	1	1	86	99
6·03. Grand Total	*11	10	28	28	*15	14	*34	34	23	23	25	24	57	60	26	28	24	24	59	60	2	2	21	21	4	5	*329	333
7. *Stores Department*—																												
7·01. Europeans	2	1	5	5	1	2	7	6	1	2	2	2	7	6	5	5	5	5	5	5	..	..	3	3	..	..	43	42
7·02. Indians—																												
(a) Hindus—																												
Other than Depressed classes.	..	..	2	2	..	..	1	1	..	1	2	2	4	4	..	..	2	2	3	3	..	..	1	2	..	..	15	17
Depressed classes	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(b) Muslims	..	..	..	..	..	..	..	1	..	..	..	..	..	..	2	2	..	..	1	1	..	..	..	..	..	..	3	4
(c) Anglo-Indians and domiciled Europeans.	..	..	2	2	..	..	..	..	1	1	2	3	1	2	1	1	..	..	..	..	..	..	2	1	..	..	9	10
(d) Sikhs	..	..	..	..	..	..	..	..	..	..	..	..	1	1	..	..	..	..	..	..	..	..	..	..	..	..	1	1
(e) Indian Christians	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(f) Parsis	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	*1	1	..	..	..	..	..	..	..	..	*1	1
(g) Other communities	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	*..	..	..	..	..	..	..	..	..	..	*..	..
(h) Total	..	..	4	4	..	..	1	2	1	2	4	5	6	7	3	3	3	3	4	4	..	..	3	3	..	..	29	33
7·03. Grand Total	2	1	9	9	1	2	8	8	2	4	6	7	13	13	8	8	8	8	9	9	..	..	6	6	..	..	72	75

* Revised figures.

APPENDIX F—*contd.*

I.—*Statement of Gazetted Officers and Officers of corresponding rank employed on Class I Railways, Railway Board and other Railway Offices (excluding H. E. H. the Nizam's State and Jodhpur Railways) on the 31st March 1937 as compared with 31st March 1936*—concld.

Item.	A. B.		B. N.		B. & N. W.		B., B. & C. I.		Burma.		E. B.		E. I.		G. I. P.		M. & S. M.		N. W.		B. & K.		S. I.		Rly. Board and Miscellaneous officers.		Total.	
	1936.	1937.	1936.	1937.	1936.	1937.	1936.	1937.	1936.†	1937.†	1936.	1937.	1936.	1937.	1936.	1937.	1936.	1937.	1936.	1937.	1936.	1937.	1936.	1937.	1936.	1937.	1936.	1937.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
8. *Other Departments*—																												
8·01. Europeans	7	7	14	15	*2	2	13	13	6	5	1	1	26	23	4	4	12	10	3	3	..	..	6	4	*19	17	*113	104
8·02. Indians—																												
(a) Hindus—																												
Other than Depressed classes	*6	5	3	3	..	..	4	4	..	..	5	5	14	14	3	3	2	2	3	3	..	..	3	3	8	10	*51	52
Depressed classes	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(b) Muslims	..	1	..	..	..	..	1	1	..	..	..	..	2	2	..	..	..	..	2	2	..	..	..	..	1	2	6	8
(c) Anglo-Indians and domiciled Europeans.	3	2	3	3	..	..	..	..	1	2	1	1	6	5	1	3	..	..	..	..	..	..	..	..	*4	4	*19	20
(d) Sikhs	..	..	1	1	..	..	..	..	..	..	..	..	1	1	..	..	..	..	2	2	..	..	..	..	1	2	5	6
(e) Indian Christians	1	1	..	..	..	..	..	..	..	..	..	..	..	1	1	1	2	2	..	..	..	..	..	..	1	1	5	6
(f) Parsis	..	..	..	..	..	..	3	3	..	..	..	..	..	..	1	1	..	..	..	..	..	..	..	..	..	..	*4	4
(g) Other communities	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(h) Total	*10	9	7	7	..	..	8	8	1	2	6	6	23	23	6	8	4	4	7	7	..	..	3	3	*15	19	*90	96
8·03. Grand Total	17	16	21	22	*2	2	21	21	7	7	7	7	49	46	10	12	16	14	10	10	..	..	9	7	34	36	*203	200
9. *Total*—																												
9·01. Europeans	*38	35	*113	106	*58	52	116	110	74	71	55	51	152	139	141	139	88	84	128	123	10	11	67	63	*41	42	*1,081	1,026
9·02. Indians—																												
(a) Hindus—																												
Other than Depressed classes	*18	18	40	42	*9	11	35	34	5	6	47	47	91	97	34	39	35	35	80	83	2	2	49	49	16	20	*461	483
Depressed classes	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(b) Muslims	5	7	9	12	4	7	7	9	..	..	7	7	16	17	12	11	..	..	27	28	3	2	1	1	4	5	95	106
(c) Anglo-Indians and domiciled Europeans.	7	6	20	22	*3	3	3	4	9	11	10	12	24	37	8	11	5	6	13	14	..	1	9	8	*7	6	*118	141
(d) Sikhs	1	1	3	4	..	..	1	1	..	..	1	1	4	4	..	..	2	2	14	15	1	1	..	..	1	2	28	31
(e) Indian Christians	1	1	1	1	..	..	*3	4	..	..	2	1	3	3	9	8	5	5	5	5	..	..	2	2	2	2	*33	32
(f) Parsis	..	..	2	2	..	..	8	8	..	..	..	..	*3	3	7	6	*4	5	..	..	..	..	..	..	..	..	*24	24
(g) Other communities	..	..	..	..	..	..	..	..	9	8	..	..	..	..	1	1	..	..	..	..	..	..	..	..	..	..	*10	9
(h) Total	*32	33	75	83	*16	21	*57	60	23	25	67	68	141	161	71	76	51	53	139	145	6	6	61	60	*80	35	*769	826
9·3. Grand Total	70	68	*188	189	*74	73	*173	170	97	96	122	119	293	300	212	215	139	137	267	268	16	17	128	123	71	77	*1,850	1,852
9·4. Grand Total including staff on loan from the Indian Audit and Accounts Service (Department).	70	68	*188	189	*74	73	*173	170	99	97	124	121	299	306	213	216	139	137	271	272	16	17	128	123	..	..	..	..

* Revised figures.

† The figures in respect of Parsis are negligible.

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
10. *Increase* (+) *and Decrease* (—)																												
10·01. Europeans	..	—3	..	—7	..	—6	..	—6	..	—3	..	—4	..	—13	..	—2	..	—4	..	—5	..	+1	..	—4	..	+1	..	—55
10·02. Indians—																												
(*a*) Hindus—																												
Other than Depressed classes	..	..	..	+2	..	+2	..	—1	..	+1	..	..	..	+6	..	+5	..	..	..	+3	..	..	..	..	..	+4	..	+22
Depressed classes	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(*b*) Muslims	..	+2	..	+3	..	+3	..	+2	..	..	..	..	..	+1	..	—1	..	..	..	+1	..	—1	..	..	..	—1	..	+11
(*c*) Anglo-Indians and domiciled Europeans.	..	—1	..	+2	..	..	..	+1	..	+2	..	+2	..	+13	..	+3	..	+1	..	+1	..	+1	..	—1	..	—1	..	+23
(*d*) Sikhs	..	..	..	+1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	+1	..	..	..	..	..	+1	..	+3
(*e*) Indian Christians	..	..	..	..	..	..	..	+1	..	..	..	—1	..	..	..	—1	..	..	..	..	..	..	..	..	..	..	..	—1
(*f*) Parsis	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	—1	..	+1	..	..	..	..	..	..	..	..	..	..
(*g*) Other Communities	..	..	..	..	..	..	..	..	..	—1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	—1
(*h*) Total	..	+1	..	+3	..	+5	..	+3	..	+2	..	+1	..	+20	..	+5	..	+2	..	+6	..	..	..	—1	..	+5	..	+57
10·03. GRAND TOTAL	..	—2	..	+1	..	—1	..	—3	..	—1	..	—3	..	+7	..	+3	..	—2	..	+1	..	+1	..	—5	..	+6	..	+2
11. *Percentage of Total*—																												
11·01. Europeans	*54·3	51·5	*60·1	56·1	*78·4	71·2	*67·1	64·7	76·3	74·0	45·2	43·0	51·9	46·3	66·5	64·7	68·3	61·3	47·9	45·9	62·5	64·7	52·3	51·2	57·8	54·5	*58·4	55·4
11·02. Indians—																												
(*a*) Hindus—																												
Other than Depressed classes	*25·7	26·4	*21·3	22·2	*12·2	15·1	*20·2	20·0	5·1	6·3	38·7	39·7	31·1	32·4	16·0	18·1	25·2	25·5	30·0	31·0	12·5	11·7	38·3	39·8	22·5	26·0	*24·9	26·1
Depressed classes	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(*b*) Muslims	7·2	10·3	4·8	6·4	*5·4	9·6	4·1	5·2	..	..	5·6	5·8	5·5	5·7	5·7	5·1	..	..	10·1	10·4	18·8	11·8	0·8	0·8	5·6	6·5	5·1	5·7
(*c*) Anglo-Indians and domiciled Europeans.	10·0	8·8	10·6	11·6	*4·0	4·1	*1·7	2·3	9·3	11·4	8·1	9·9	8·2	12·3	3·8	5·1	3·6	14·4	4·9	5·2	..	5·9	7·0	6·6	9·9	7·8	*6·4	7·6
(*d*) Sikhs	1·4	1·5	1·6	2·1	..	..	0·6	0·8	..	..	0·8	0·8	1·3	1·3	..	..	1·4	1·5	5·2	5·6	6·2	5·9	..	..	1·4	2·6	1·5	1·7
(*e*) Indian Christians	1·4	1·5	0·5	0·5	..	..	*1·7	2·3	..	..	1·6	0·8	1·0	1·0	4·2	3·7	3·6	3·6	1·9	1·9	..	..	1·6	1·6	2·8	2·6	*1·8	1·7
(*f*) Parsis	..	..	1·1	1·1	..	..	*4·6	4·7	..	..	..	..	1·0	1·0	*3·3	2·8	*2·9	3·7	..	..	..	..	..	..	..	..	*1·3	1·3
(*g*) Other Communities	..	..	..	..	..	..	..	..	9·3	8·3	..	..	..	..	*0·5	0·5	..	..	..	..	..	..	..	..	..	..	*0·6	0·5

* Revised figures.

APPENDIX F—*contd.*

II.—SENIOR SUBORDINATES.

II.—*Statement of Subordinates, drawing Rs. 250 per mensem and over or on scales of pay rising to Rs. 250 per mensem and over employed on Class I Railways, Railway Board and other Railway Offices (excluding H. E. H. the Nizam's State and Jodhpur Railways) on 31st March 1937 as compared with 31st March 1936.*

Item.	A. B.		B. N.		B. & N. W.		B., B. & C. I.		Burma.		E. B.		E. I.		G. I. P.		M. & S. M.		N. W.		B. & K.		S. I.		Total.	
	1936.	1937.	1936.†	1937.	1936.	1937.	1936.†	1937.	1936.‡	1937.‡	1936.	1937.	1936.	1937.	1936.	1937.	1936.	1937.	1936.§	1937.	1936.	1937.	1936.	1937.	1936.	1937.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27
1. *Agency Department*—																										
1·01. Europeans	..	..	..	..	..	..	..	..	..	..	1	2	4	1	2	..	..	..	..	..	..	..	..	..	7	3
1·02. Indians—																										
(*a*) Hindus—																										
Other than Depressed classes	..	..	6	5	1	1	10	10	4	4	12	13	10	10	3	2	3	3	7	7	1	..	3	3	60	58
Depressed classes	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..		..	..	..	..	..	..	..
(*b*) Muslims	..	..	..	..	..	..	3	2	1	1	..	..	..	..	..	..	..	..	1	1	..	1	..	..	5	5
(*c*) Anglo-Indians and domiciled Europeans	1	1	1	..	1	1	4	3	2	2	1	..	2	4	..	2	1	1	1	1	..	..	1	1	15	16
(*d*) Sikhs	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(*e*) Indian Christians	..	..	..	..	..	..	2	2	1	1	..	..	..	..	3	1	..	..	2	2	..	..	..	..	8	6
(*f*) Parsis	..	..	..	..	..	..	3	3	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	5	3
(*g*) Other communities	..	..	..	..	..	..	..	1	1	..	1	..	..	1	..	..	..	..	..	..	..	..	..	..		3
(*h*) Total	1	1	7	5	2	2	22	20	9	9	13	14	12	14	7	6	4	4	11	11	1	1	4	4	93	91
1·03 Grand Total	1	1	7	5	2	2	22	20	9	9	14	16	16	15	9	6	4	4	11	11	1	1	4	4	100	94
2. *Accounts Department*—																										
2·01. Europeans	..	..	..	..	..	..	4	3	..	..	..	..	8	8	6	5	..	..	..	..	..	..	..	..	18	16
2·02. Indians—																										
(*a*) Hindus—																										
Other than Depressed classes	..	..	31*	30	6	5	23	23	9	9	30	30	59	57	14	22	8	8	52	53	..	..	18	18	250*	255
Depressed classes	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..		..	..	..	..	..	..	..
(*b*) Muslims	..	..	1	1	2	2	1	2	..	..	..	..	7	7	..	..	..	..	19	20	..	..	1	1	31	33
(*c*) Anglo-Indians and domiciled Europeans	..	..	22	20	6	6	13	15	8	7	4	4	8	8	11	11	10	8	2	2	..	..	3	3	87	84
(*d*) Sikhs	..	..	..	..	..	..	..	..	..	..	..	..	1	1	1	1	..	..	8	7	..	..	..	..	10	9
(*e*) Indian Christians	..	..	1*	1	1	1	1	1	1	1	..	..	..	..	3	1	..	..	1	..	..	..	..	..	8*	5
(*f*) Parsis	..	..	..	..	..	..	8	8	..	..	..	..	..	..	2	1	2	2	..	..	..	..	..	..	14	11
(*g*) Other communities	..	..	..	..	..	..		..	..	..	..	..	..	..	2	1	..	..	..	..	..	..	..	..		1
(*h*) Total	..	..	55*	52	15	14	46	49	18	17	34	34	75	73	33	37	20	18	82	82	..	..	22	22	400*	393
2·03. Grand Total	..	..	55*	52	15	14	50	52	18	17	34	34	83	81	39	42	20	18	82	82	..	..	22	22	418*	414

* Revised figures.

† The No. of depressed classes and Parsis for 1936 not being available, are not shown separately.

‡ The figures in respect of Parsis are negligible.

§ The figures for the depressed and other than depressed classes for the year 1936 are not available separately.

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27
3. Engineering Department—																										
3·01. Europeans	..	..	4	4	1	3	10	12	1	1	5	4	32	33	22	21	7	6	16	18	1	1	3	3	102	106
3·02. Indians—																										
(a) Hindus																										
Other than Depressed classes	13	15	57*	52	5	5	65	68	24	24	37	37	100	92	57	58	22	22	101	107	..	..	10	10	491*	490
Depressed classes	..	..	..	..	..	..		1	..	..	..	..	..	..	..	..	..	..		..	..	..	..	..		1
(b) Muslims	4	4	5	5	3	2	14	14	2	3	3	3	8	12	13	12	1	2	59	66	2	1	2	2	116	116
(c) Anglo-Indians and domiciled Europeans	6	5	33	33	14	13	7	6	29	28	18	17	94	99	55	52	23	20	47	48	1	1	10	9	337	331
(d) Sikhs	2	2	2	3	1	1	1	1	3	3	2	3	7	7	11	8	..	..	31	30	..	..	..	..	60	58
(e) Indian Christians	..	..	3*	3	..	..	5	4	3	3	1	1	7	4	12	11	1	4	3	2	..	..	1	2	36*	34
(f) Parsis	..	..	..	..	..	..	23	17	..	..	..	..	..	..	10	9	1	2	3	1	..	..	..	..	46	29
(g) Other communities	..	..	..	..	..	..		4	3	1	..	..	..	..	5	4	..	..	1	2	..	..	..	..		11
(h) Total	25	26	100*	96	23	21	115	115	64	62	61	61	216	214	163	154	48	50	245	246	3	2	23	23	1,086*	1,070
3·03. GRAND TOTAL	25	26	104*	100	24	24	125	127	65	63	66	65	248	247	185	175	55	56	261	264	4	3	26	26	1,188*	1,176
4. Transportation—																										
4.01. Europeans	..	..	18	18	3	3	31	31	3	4	15	20	73	76	128	131	..	..	93	86	1	..	8	7	378	376
4·02. Indians—																										
(a) Hindus—																										
Other than Depressed classes	6	6	71	74	5	4	114	104	12	13	32	34	48	61	84	84	3	5	76	78	1	1	10	9	462*	473
Depressed classes	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2*	1	..	..		..	..	..	..	..	2*	1
(b) Muslims	..	..	10	10	1	1	7	7	1	1	1	..	9	29	18	17	1	2	34	41	..	..	1	1	83	109
(c) Anglo-Indians and domiciled Europeans	13	13	57	48	13	13	31	32	66	64	50	45	173	161	420	416	31	30	82	79	5	5	16	14	957	920
(d) Sikhs	..	..	6	6	..	..	..	..	..	..	2	2	2	2	3	1	..	..	15	18	..	..	..	..	28	29
(e) Indian Christians	..	..	3	3	..	..	17	17	2	3	1	1	1	2	58	54	..	1	6	7	..	..	..	..	88	88
(f) Parsis	..	..	..	..	..	..	39	39	..	..	..	..	..	..	16*	14	..	..	13*	14	..	..	..	..	109	67
(g) Other communities	2	2	..	..	..	..		2	18	15	..	..	1	1	16*	18	..	..	4*	3	..	..	..	..		41
(h) Total	21	21	147	141	19	18	208	201	99	96	86	82	234	256	617	605	35	38	230	240	6	6	27	24	1,729	1,728
4·03. GRAND TOTAL	21	21	165	159	22	21	239	232	102	100	101	102	312	332	745	736	35	38	323	326	7	6	35	31	2,107	2,104
5. Commercial—																										
5·01. Europeans	..	..	Included under Transportation.		..	..	Included under Transportation.						2	1	6	4	Included under Transportation.		2	4	Included under Transportation.		..	..	10	9
5·02. Indians—																										
(a) Hindus—																										
Other than Depressed classes	3	3			..	..							14	18	27	20			18	16			7	6	69	72
Depressed classes	..	..			..	..							..	..	..	..				..			..	..	..	..
(b) Muslims	..	..			1	1							2	1	3	5			2	7			..	..	8	14
(c) Anglo-Indians and domiciled Europeans	..	..			1	1							5	4	11	9			3	3			..	..	20	17
(d) Sikhs	..	..			..	..							..	..	..	..			6	6			..	..	6	6
(e) Indian Christians	..	..			..	..							..	..	6	5			1	1			..	..	7	6
(f) Parsis	..	..			..	..							..	..	..	..			..	..			..	..	..	..
(g) Other communities	..	..			..	..							..	..	1	2			..	..			..	..	1	2
(h) Total	3	3			2	2							21	23	48	50			30	33			7	6	111	117
5·03. GRAND TOTAL	3	3			2	2							23	24	54	54			32	37			7	6	121	126

* Revised figures.

APPENDIX F—*contd.*

11.—*Statement of Subordinates, drawing Rs. 250 per mensem and over or on scales of pay rising to Rs. 250 per mensem and over employed on Class I Railways, Railway Board and other Railway Offices (excluding H. E. H. the Nizam's State and Jodhpur Railways) on 31st March 1937 as compared with 31st March 1936*—contd.

Item.	A. B.		B. N.		B. & N. W.		B., B. & C. I.		Burma.		E. B.		E. I.		G. I. P.		M. & S. M.		N. W.		R. & K.		S. I.		Total.	
	1936.	1937.	1936.†	1937.	1936.	1937.	1936.†	1937.	1936.‡	1937.‡	1936.	1937.	1936.§	1937.	1936.	1937.	1936.	1937.	1936.§	1937.	1936.	1937.	1936.	1937.	1936.	1937.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27
6. *Mechanical Engineering*—																										
6·01. Europeans	9	9	56	69	9	9	64	113	16	14	32	29	174	186	55	48	49	48	120	106	5	4	18	14	607	649
6·02. Indians—																										
(*a*) Hindus—																										
Other than Depressed classes	3	4	15	15	..	3	53	49	12	13	36	44	129	132	28	26	7	8	68	87	..	..	34	33	385	414
Depressed classes	..	..	..	..	..	..		4	..	..	..	..		2	..	..	..	..		..	..	..	..	..		6
(*b*) Muslims	1	1	4	4	..	..	9	9	1	1	3	4	19	19	2	2	..	1	61	78	..	..	1	3	101	122
(*c*) Anglo-Indians and domiciled Europeans	15	13	292	272	14	14	243	196	104	98	85	84	605	586	99	99	98	99	235	218	3	4	107	110	1,900	1,793
(*d*) Sikhs	..	1	5	5	..	..	2	2	3	4	1	1	7	7	2	2	1	1	38	40	..	..	..	..	54	63
(*e*) Indian Christians	..	4	3	4	..	..	12	13	2	2	1	1	2	3	12	13	..	..	15	7	..	..	5	5	52	52
(*f*) Parsis	..	..	4	1	..	..	35	20	..	..	..	..	2*	1	4	5	1	..	5	6	..	..	..	..	78	33
(*g*) Other communities	2	2		3	..	..		14	11	10	..	1	2*	2	4	2	..	..	3	10	..	..	..	..		44
(*h*) Total	21	25	323	304	14	17	354	307	133	128	126	135	766	752	151	149	107	109	420	446	3	4	147	151	2,565	2,527
6·03. Grand Total	30	34	379	373	23	26	418	420	149	142	158	164	940	938	206	197	156	157	540	552	8	8	165	165	3,172*	3,176
7. *Stores Department*—																										
7·01. Europeans	..	..	..	..	..	..	..	..	..	..	..	..	3	3	2	2	1	1	9	5	..	..	1	1	16	12
7·02. Indians—																										
(*a*) Hindus—																										
Other than Depressed classes	1	1	9	10	..	..	9	9	3	2	9	11	15	15	6	6	1	2	18	18	..	..	2	2	73	76
Depressed classes	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..		..	..	..	..	..	..	..
(*b*) Muslims	..	..	..	..	..	..	1	1	..	..	..	..	3	3	..	..	..	..	9	10	..	..	..	..	13	14
(*c*) Anglo-Indians and domiciled Europeans	1	1	11	11	..	..	..	..	..	..	3	2	22	22	..	..	3	2	7	9	..	..	1	1	48	48
(*d*) Sikhs	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	4	3	..	..	..	..	4	3
(*e*) Indian Christians	..	..	2	2	..	..	2	2	..	1	..	..	..	..	1	1	..	..	1	1	..	..	..	..	6	7
(*f*) Parsis	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	..	..	1	1	..	..	..	..	*2	2
(*g*) Other Communities	..	..	..	..	..	..	2	2	..	..	..	..	..	..	1	1	..	..	..	..	..	..	..	..	*3	3
(*h*) Total	2	2	22	23	..	..	14	14	3	3	12	13	40	40	9	9	4	4	40	42	..	..	3	3	149	153
7·03. Grand Total	2	2	22	23	..	..	14	14	3	3	12	13	43	43	11	11	5	5	49	47	..	..	4	4	165	165

* Revised figures.

† The No. of depressed classes and Parsis for 1936 not being available, are not shown separately.

‡ The figures in respect of Parsis are negligible.

§ The figures for the depressed and other than depressed classes for the year 1936 are not available separately.

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27
8. *Other Departments*—																										
8·01. Europeans	4	4	*25	28	1	2	12	11	..	..	1	1	34	35	1	1	3	2	4	3	..	..	1	1	*36	38
8·02. Indians—																										
(*a*) Hindus—																										
Other than Depressed classes	11	13	34	36	4	4	36	38	20	20	12	11	83	89	7	7	20	21	10	10	1	1	3	3	241	253
Depressed classes	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..		..	..	..	..	..	..	..
(*b*) Muslims	..	..	1	1	..	..	..	..	2	2	2	2	9	10	..	..	..	..	4	3	..	..	1	1	19	19
(*c*) Anglo-Indians and domiciled Europeans	8	9	*46	46	8	8	16	16	4	3	2	4	81	76	4	5	15	14	6	5	..	..	4	3	*194	189
(*d*) Sikhs	..	..	4	4	..	..	..	..	4	4	..	..	..	..	..	..	1	1	1	2	..	..	..	..	10	11
(*e*) Indian Christians	..	..	1	1	..	..	2	3	5	6	..	..	2	2	2	3	2	1	3	2	..	..	*3	3	*20	21
(*f*) Parsis	..	..	2	2	..	..	8	7	..	..	..	..	*1	1	6	6	..	..	..	..	..	..	..	..	24	16
(*g*) Other Communities	..	..		..	..	1		1	6	5	..	..	..	..	1	1	..	..	..	..	..	..	..	..		8
(*h*) Total	19	22	*88	90	12	13	62	65	41	40	16	17	176	178	20	22	38	37	24	22	1	1	11	10	*508	517
8·03. GRAND TOTAL	23	26	113	118	13	15	74	76	41	40	17	18	210	213	21	23	41	39	28	25	1	1	12	11	594	605
9. *Railway Board and other Railway offices*—																										
9·01. Europeans	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	2
9·02. Indians—																										
(*a*) Hindus—																										
Other than Depressed classes	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	*153	152
Depressed classes	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(*b*) Muslims	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	32	37
(*c*) Anglo-Indians and domiciled Europeans	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	20	21
(*d*) Sikhs	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	13	14
(*e*) Indian Christians	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	*6	5
(*f*) Parsis	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(*g*) Other Communities	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(*h*) Total	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	*224	229
9·03. GRAND TOTAL	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	*226	231
10. *Total*—																										
10·01. Europeans	13	13	*103	119	14	17	121	170	20	19	54	56	335	343	222	212	60	57	244	222	7	5	31	26	*1,226	1,261
10·02. Indians—																										
(*a*) Hindus—																										
Other than Depressed classes	37	42	223	222	21	22	310	301	84	85	168	180	458	474	226	234	64	69	350	376	3	2	87	84	*2,186	2,243
Depressed classes	..	..	..	..	..	..		5	..	..	..	..		2	2	1	..	..		..	..	..	..	..		8
(*b*) Muslims	5	5	21	21	7	6	35	35	7	8	9	9	57	81	36	36	2	5	189	216	2	2	6	8	408	469
(*c*) Anglo-Indians and domiciled Europeans	44	42	*462	430	57	56	314	268	213	202	163	156	990	960	600	594	181	174	383	365	9	10	142	141	*3,578	3,419
(*d*) Sikhs	2	3	17	18	1	1	3	3	10	11	5	6	17	17	17	12	2	2	98	106	..	..	..	..	185	193
(*e*) Indian Christians	..	4	13	14	1	1	41	42	14	17	3	3	12	11	97	89	3	6	32	22	..	..	*9	10	*231	224
(*f*) Parsis	..		6	3	..	..		94	..	..	..	..	*3	2	*39	36	4	4	*22	22	..	..	..	..	277	161
(*g*) Other Communities	4	4		3	..	1	118	23	39	32	..	2	*3	3	*31	30	..	..	*8	15	..	..	..	..		113
(*h*) Total	92	100	*742	711	87	87	821	771	367	355	348	356	1,540	1,550	1,048	1,032	256	260	1,082	1,122	14	14	244	243	*6,365	6,830
10·03. GRAND TOTAL	105	113	845	830	101	104	942	941	387	374	402	412	1,875	1,893	1,270	1,244	316	317	1,326	1,344	21	19	275	269	*8,091	8,091

* Revised figures.

APPENDIX F—*concld.*

II.—*Statement of Subordinates, drawing Rs. 250 per mensem and over or on scales of pay rising to Rs. 250 per mensem and over employed on Class I Railways, Railway Board and other Railway Offices (excluding H. E. H. the Nizam's State and Jodhpur Railways) on 31st March 1937 as compared with 31st March 1936*—concld.

Item.	A. B.		B. N.		B. & N. W.		B., B. & C. I.		BURMA.		E. B.		E. I.		G. I. P.		M. & S. M.		N. W.		R. & K.		S. I.		TOTAL.	
	1936.	1937.	1936.†	1937.	1936.	1937.	1936.†	1937.	1936.‡	1937.‡	1936.	1937.	1936.§	1937.	1936.	1937.	1936.	1937.	1936.§	1937.	1936.	1937.	1936.	1937.	1936.	1937.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27
1. *Increase* (+) *Decrease* (—)																										
11·01. Europeans	..	..	..	+16	..	+3	..	+49	..	—1	..	+2	..	+8	..	—10	..	—3	..	—22	..	—2	..	—5	..	+35
11·02. Indians—																										
(a) Hindus—																										
Other than Depressed classes	..	+5	..	—1	..	+1	..	—4	..	+1	..	+12	..	+18	..	+8	..	+5	..	+26	..	—1	..	—3	..	+65
Depressed classes		..	..	..	..	..	..		..	..	..	..	..		..	—1	..	..	..		..	..	..	..	..	
(b) Muslims	..	..	..	..	..	—1	..	..	..	+2	..	..	..	+24	..	..	..	+3	..	+27	..	..	..	+2	..	+61
(c) Anglo-Indians and domiciled Europeans	..	—2	..	—32	..	—1	..	—46	..	—11	..	—7	..	—39	..	—6	..	—7	..	—18	..	+1	..	—1	..	—159
(d) Sikhs	..	+1	..	+1	..	..	..	..	..	+1	..	+1	..	..	..	—5	..	..	..	+8	..	..	..	..	..	+8
(e) Indian Christians	..	+4	..	+1	..	..	..	+1	..	+3	..	..	..	—1	..	—8	..	+3	..	—10	..	..	..	+1	..	—7
(f) Parsis	..	..	..	..	..	..	..	—1	..	..	..	..	..	—1	..	—3	..	..	..	..	..	..	..	..	..	—3
(g) Other Communities	..	..	..		..	+1	..		..	—7	..	+2	..	..	..	—1	..	..	..	+7	..	..	..	..	..	
(h) Total	..	+8	..	—31	..	..	..	—50	..	—12	..	+8	..	+10	..	—16	..	+4	..	+40	..	..	..	—1	..	—35
11·03. GRAND TOTAL	..	+8	..	—15	..	+3	..	—1	..	—13	..	+10	..	+18	..	—26	..	+1	..	+18	..	—2	..	—6	..	..
12. *Percentage of total*—																										
12·01. Europeans	12·4	11·5	*12·2	14·3	13·0	16·3	12·9	18·1	5·2	5·1	13·4	13·6	17·9	18·1	17·5	17·0	19·0	18·0	13·4	16·5	33·3	26·8	11·3	9·7	15·2	15·6
12·02. Indians—																										
(a) Hindus—																										
Other than Depressed classes	35·2	37·1	26·4	26·7	20·8	21·1	32·9	32·0	21·7	22·7	41·8	43·7	24·4	25·0	17·8	18·8	20·2	21·8	26·4	28·0	14·3	10·5	31·6	31·2	27·0	27·7
Depressed classes	..	..	..	..	..	..		0·5	..	..	..	..		0·1	0·2	0·1	..			..	..	..	..	..		0·1
(b) Muslims	4·8	4·5	2·5	2·5	6·9	5·8	8·7	3·7	1·8	2·1	2·3	2·2	3·1	4·3	2·8	2·9	0·6	1·5	14·3	16·1	9·5	10·5	2·2	3·0	5·0	5·8
(c) Anglo-Indians and domiciled Europeans	41·9	37·2	*54·7	51·8	56·4	53·8	33·3	28·5	55·0	54·0	40·5	37·9	52·8	50·7	47·3	47·8	57·3	54·9	28·9	27·1	42·9	52·7	51·6	52·4	44·2	42·2
(d) Sikhs	1·9	2·7	2·0	2·2	1·0	1·0	0·3	0·3	2·6	2·9	1·2	1·4	0·9	0·9	1·3	1·0	0·6	0·6	7·4	7·9	..	..	..	..	2·3	2·4
(e) Indian Christians	..	3·5	1·5	1·7	1·0	1·0	4·4	4·5	3·6	4·6	0·8	0·7	0·6	0·6	7·6	7·1	1·0	1·9	2·4	1·6	..	..	*3·3	3·7	*2·9	2·8
(f) Parsis	..	..	0·7	0·4	..	..	12·5	10·0	..	..	..	..	0·3	0·1	3·1	2·9	1·3	1·3	1·6	1·7	..	..	..	..	*3·4	2·0
(g) Other Communities	3·8	3·5		0·4	..	1·0		2·4	10·1	8·6	..	0·5		0·2	2·4	2·4	..	..	0·6	1·1	..	..	..	..		1·4

* Revised figures.

† The No. of depressed classes and Parsis for 1936 not being available, are not shown separately.

‡ The figures in respect of Parsis are negligible.

§ The figures for the depressed and other than depressed classes for the year 1936 are not available separately.

APPENDIX G.

Statement showing the number of appointments made to the Superior Services on State Railways and of corresponding rank on Companies' Railways (Class I) excluding H. E. H. the Nizam's State and Jodhpur Railways during 1936-37.

Departments.	No. of vacancies actually filled.	FILLED BY								
			INDIANS.							
		Europeans.	Hindus.	Muslims.	Anglo-Indians and Domiciled Europeans.	Sikhs.	Indian Christians.	Parsis.	Other classes.	Total.
1	2	3	4	5	6	7	8	9	10	11
STATE-MANAGED RAILWAYS.										
1. Agency	..	..	..	..	..	..	..	..	..	..
2. Accounts	3	..	2	..	..	..	1	..	..	3
3. Engineering	4	1	2	..	1	..	..	..	..	3
4. Transportation (Traffic) and Commercial.	9	2	3	2	1	1	..	..	..	7
5. Transportation (Power) and Mechanical Engineering.	7	..	4	..	2	1	..	..	..	7
6. Stores Department	..	..	..	..	..	..	..	..	..	..
7. Other Departments	3	..	1	..	..	1	1	..	..	3
8. TOTAL—										
1936-37	26	3	12	2	4	3	2	..	..	23
1935-36	32	3	18	7	2	1	1	..	..	29
9. Percentage of Europeans to number of vacancies filled—										
1936-37	11·5	..	..	..	..	..	..	..	..	..
1935-36	9·4	..	..	..	..	..	..	..	..	..
10. Percentage of Indians to number of vacancies filled—										
1936-37	88·5	..	..	..	..	..	..	..	..	..
1935-36	90·6	..	..	..	..	..	..	..	..	..
OTHER RAILWAYS.										
Assam Bengal Railway.										
1. Agency	..	..	..	..	..	..	..	..	..	..
2. Accounts	..	..	..	..	..	..	..	..	..	..
3. Engineering	2	..	2	..	..	..	..	..	..	2
4. Transportation and Commercial	2	1	..	1	..	..	..	..	..	1
5. Mechanical	..	..	..	..	..	..	..	..	..	..
6. Stores	..	..	..	..	..	..	..	..	..	..
7. Other Departments	1	..	..	1	..	..	..	..	..	1
8. TOTAL—										
1936-37	5	1	2	2	..	..	..	..	..	4
1935-36	9	4	4	..	..	..	1	..	..	5
9. Percentage of Europeans to number of vacancies filled—										
1936-37	20·0	..	..	..	..	..	..	..	..	..
1935-36	44·4	..	..	..	..	..	..	..	..	..
10. Percentage of Indians to number of vacancies filled—										
1936-37	80·0	..	..	..	..	..	..	..	..	..
1935-36	55·6	..	..	..	..	..	..	..	..	..

APPENDIX G—*contd.*

Statement showing the number of appointments made to the Superior Services on State Railways and of corresponding rank on Companies' Railways (Class I) excluding H. E. H. the Nizam's State and Jodhpur Railways during 1936-37—contd.

Departments.	No. of vacancies actually filled.	FILLED BY								
			INDIANS.							
		Europeans.	Hindus.	Muslims.	Anglo-Indians and domiciled Europeans.	Sikhs.	Indian Christians.	Parsis	Other classes.	Total.
1	2	3	4	5	6	7	8	9	10	11
Bengal and North-Western Railway.										
1. Agency	..	..	..	..	..	..	..	..	..	..
2. Accounts	..	..	..	..	..	..	..	..	..	..
3. Engineering	1	..	..	..	..	1	..	..	..	1
4. Transportation and Commercial	4	1	1	2	..	..	..	..	..	3
5. Mechanical	..	..	..	..	..	..	..	..	..	..
6. Stores	1	1	..	..	..	..	..	..	..	..
7. Other Departments	..	..	..	..	..	..	..	..	..	..
8. TOTAL—										
1936-37	6	2	1	2	..	1	..	..	..	4
1935-36	3	1	2	..	..	..	..	..	..	2
9. Percentage of Europeans to number of vacancies filled—										
1936-37	33·3	..	..	..	..	..	..	..	..	..
1935-36	33·3	..	..	..	..	..	..	..	..	..
10. Percentage of Indians to number of vacancies filled—										
1936-37	66·7	..	..	..	..	..	..	..	..	..
1935-36	66·7	..	..	..	..	..	..	..	..	..
Bengal Nagpur Railway.										
1. Agency	..	..	..	..	..	..	..	..	..	..
2. Accounts	2	2	..	..	..	..	..	..	..	..
3. Engineering	1	..	..	1	..	..	..	..	..	1
4. Transportation and Commercial	7	2	2	2	..	1	..	..	..	5
5. Mechanical	1	1	..	..	..	..	..	..	..	..
6. Stores	..	..	..	..	..	..	..	..	..	..
7. Other Departments	..	..	..	..	..	..	..	..	..	..
8. TOTAL—										
1936-37	11	5	2	3	..	1	..	..	..	6
1935-36	7	1	2	1	2	1	..	..	..	6
9. Percentage of Europeans to number of vacancies filled—										
1936-37	45·45	..	..	..	..	..	..	..	..	..
1935-36	14·3	..	..	..	..	..	..	..	..	..
10. Percentage of Indians to number of vacancies filled										
1936-37	54·55	..	..	..	..	..	..	..	..	..
1935-36	85·7	..	..	..	..	..	..	..	..	..
Bombay, Baroda and Central India Railway										
1. Agency	1	1	..	..	..	..	..	..	..	..
2. Accounts	2	..	..	1	1	..	..	..	..	2
3. Engineering	2	..	1	..	..	..	..	1	..	2
4. Transportation and Commercial	1	..	..	..	..	..	1	..	..	1
5. Mechanical	3	3	..	..	..	..	..	..	..	..
6. Stores	1	..	..	1	..	..	..	..	..	1
7. Other Departments	1	..	..	..	..	..	..	1	..	1
8. TOTAL—										
1936-37	11	4	1	2	1	..	1	2	..	7
1935-36	10	1	4	2	1	..	1	..	1	9
9. Percentage of Europeans to number of vacancies filled—										
1936-37	36·4	..	..	..	..	..	..	..	..	..
1935-36	10·0	..	..	..	..	..	..	..	..	..
10. Percentage of Indians to number of vacancies filled—										
1936-37	63·6	..	..	..	..	..	..	..	..	..
1935-36	90·0	..	..	..	..	..	..	..	..	..

APPENDIX G—*concld.*

Statement showing the number of appointments made to the Superior Services on State Railways and of corresponding rank on Companies' Railways (Class I) excluding H. E. H. the Nizam's State and Jodhpur Railways during 1936-37—concld.

Departments.	No. of vacancies actually filled.	FILLED BY								
		Europeans.	INDIANS.							
			Hindus.	Muslims.	Anglo-Indians and Domiciled Europeans.	Sikhs.	Indian Christians.	Parsis.	Other classes.	Total.
1	2	3	4	5	6	7	8	9	10	11
Madras and Southern Mahratta Railway.										
1. Agency	..	..	..	..	..	..	..	..	..	..
2. Accounts	1	..	..	..	1	..	..	..	..	1
3. Engineering	2	1	..	..	..	..	1	..	..	1
4. Transportation and Commercial	1	..	..	..	..	..	..	1	..	1
5. Mechanical	..	..	..	..	..	..	..	..	..	..
6. Stores	..	..	..	..	..	..	..	..	..	..
7. Other Departments	..	..	..	..	..	..	..	..	..	..
8. TOTAL—										
1936-37	4	1	..	..	1	..	1	1	..	3
1935-36	3	..	3	..	..	..	..	..	..	3
9. Percentage of Europeans to number of vacancies filled—										
1936-37	25·0	..	..	..	..	..	..	..	..	..
1935-36	0·00	..	..	..	..	..	..	..	..	..
10. Percentage of Indians to number of vacancies filled—										
1936-37	75·0	..	..	..	..	..	..	..	..	..
1935-36	100·0	..	..	..	..	..	..	..	..	..
Rohilkund and Kumaon Railway.										
1. Agency	..	..	..	..	..	..	..	..	..	..
2. Accounts	..	..	..	..	..	..	..	..	..	..
3. Engineering	..	..	..	..	..	..	..	..	..	..
4. Transportation and Commercial	1	1	..	..	..	..	..	..	..	..
5. Mechanical	..	..	..	..	..	..	..	..	..	..
6. Stores	..	..	..	..	..	..	..	..	..	..
7. Other Departments	..	..	..	..	..	..	..	..	..	..
8. TOTAL—										
1936-37	1	1	..	..	..	1	..	..	..	2
1935-36	3	1	..	..	1	..	..	..	..	1
9. Percentage of Europeans to number of vacancies filled—										
1936-37	100·0	..	..	..	..	..	..	..	..	..
1935-36	33·3	..	..	..	..	..	..	..	..	..
10. Percentage of Indians to number of vacancies filled—										
1936-37	0·00	..	..	..	..	..	..	..	..	..
1935-36	66·7	..	..	..	..	..	..	..	..	..
South Indian Railway.										
1. Agency	..	..	..	..	..	..	..	..	..	..
2. Accounts	1	..	..	1	..	..	..	..	..	1
3. Engineering	..	..	..	..	..	..	..	..	..	..
4. Transportation and Commercial	1	1	..	..	..	..	..	..	..	..
5. Mechanical	..	..	..	..	..	..	..	..	..	..
6. Stores	1	..	1	..	..	..	..	..	..	1
7. Other Departments	..	..	..	..	..	..	..	..	..	..
8. TOTAL—										
1936-37	3	1	1	1	..	..	..	..	..	2
1935-36	6	1	4	1	..	..	..	..	..	5
9. Percentage of Europeans to number of vacancies filled—										
1936-37	33.3	..	..	..	..	..	..	..	..	..
1935-36	16·7	..	..	..	..	..	..	..	..	..
10. Percentage of Indians to number of vacancies filled—										
1936-37	66·7	..	..	..	..	..	..	..	..	..
1935-36	83·3	..	..	..	..	..	..	..	..	..

APPENDIX H.

Officers of the Railway Department (Railway Board) and attached offices on 31st March 1937.

The Hon'ble Sir MUHAMMAD ZAFRULLA KHAN, Bar.-at-Law,
Member of Council of the Governor-General.

Railway Board.

The Hon'ble Sir Guthrie Russell	Chief Commissioner of Railways.
Sir Raghavendra Rau	Financial Commissioner of Railways.
Mr. A. E. Tylden-Pattenson	Member (Temporary).
Mr. J. C. Highet, F.C.H., A.M.I.C.E.	Member (*Offg.*).
Col. H. L. Woodhouse, M.C.	Director, Civil Engineering (On leave).
Mr. J. Mackinnon	Director, Civil Engineering (*Offg.*).
Mr. T. S. Sankara Aiyar, B.A., B.E.	Director of Finance.
Diwan Bahadur Mathra Das	Director of Establishment.
Mr. F. D'Souza	Director of Traffic.
Mr. E. Ingoldby, A.M.I.C.E., M.I.L.E.	Director of Mechanical Engineering.
Mr. B. Moody, M. A., V. D., M.I.T.	Secretary.
Mr. Yaqub Shah	Deputy Director, Finance (*Offg.*).
Khan Bahadur Z. H. Khan	Deputy Director, Establishment (I).
Mr. F. M. Khan	Deputy Director, Establishment (II) (Temporary).
Mr. H. M. Jagtiani	Deputy Director, Traffic (Commercial) (*Offg.*).
Mr. R. C. Paranjoti, B.A., B.E., B.Sc. (ENG.) (LOND.), A.M.I.L.E.	Deputy Director, Mechanical Engineering.
Mr. J. W. C. Holt	Deputy Director, Traffic (Transportation) (*Offg.*).
Mr. K. Ubaidullah	Assistant Director, Finance (Temporary).
Mr. E. C. Rundlett	Assistant Secretary.

Attached Officers.

Mr. C. W. Scott, O.B.E., D.F.C., B.Sc., I.F.S.	Joint Timber Advisory Officer, Railway and Defence Departments.
Mr. R. F. Mudie, C.I.E., C.B.E., I.C.S., J.P.	Officer on Special Duty.
Mr. K. C. Srinivasan	Officer on Special Duty.

Attached Offices.

Lt.-Col. H. W. Wagstaff, M.C., R.E.	Supervisor of Railway Labour.

Central Standards Office for Railways.

Mr. J. M. D. Wrench, C.I.E.	Chief Controller of Standardization.
Mr. L. H. Swain	Deputy Chief Controller (Civil).
Mr. R. C. Case	Deputy Chief Controller (Mechanical).
Mr. W. A. Nightingale	Assistant Chief Controller (Mechanical).
Mr. W. Douglas Thomson	Assistant Chief Controller (Civil).
Mr. A. Vasudevan	Assistant Chief Controller (Specifications and Records).
Mr. W. E. Gelson	Officer on Special Duty.
Mr. E. A. Blackwood	Officer on Special Duty.

Central Publicity Bureau.

Mr. G. T. Tait, B.Sc.	Central Publicity Officer.
Mr. P. W. Sullivan	Assistant Publicity Officer.

Overseas Bureaux.

Mr. V. L. Dean	Resident Manager, Indian Railways Bureau, New York, U. S. A.
Mr. V. P. Bhandarkar	Manager, Indian Railways Bureau, London.

Office of the Controller of Railway Accounts.

Mr. V. S. Sundaram	Controller of Railway Accounts.
Mr. Rangbihari Lal	Deputy Controller of Railway Accounts.
Mr. P. N. Bose	Assistant Accounts Officer (*Offg.*).

MGIPC—L—X-43(PD)—31-12-37—980.

26.31
1938

GOVERNMENT OF INDIA

RAILWAY DEPARTMENT

(RAILWAY BOARD)

Report by the Railway Board

ON

INDIAN RAILWAYS

FOR

1936–37

Volume II—Statistics

(Compiled by Controller of Railway Accounts.)

LIBRARY OF THE BOMBAY BRANCH OF THE ROYAL ASIATIC SOCIETY

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1938

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Hindu Library, 137|F., Balaram De Street, Calcutta.
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Pioneer Book Supply Co., 20, Shib Narayan Das Lane, Calcutta, and 219, Cloth Market, Delhi.
Popular Book Depot, Grant Road, Bombay.
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Tripathi & Co., Booksellers, Princes Street, Kalbadevi Road, Bombay, Messrs. N. M.
University Book Agency, Kacheri Road, Lahore.
Upper India Publishing House, Ltd., Literature Palace, Ammuddaula Park, Lucknow.
Varadachary & Co., Madras, Messrs. P.
Venkatasubban, A., Law Bookseller, Vellore.
Wheeler & Co., Allahabad, Calcutta and Bombay, Messrs. A. H.
Young Man & Co., Egerton Road, Delhi.

*Agents for publications on Aviation only.

Books and Technical Papers published by the Railway Board.

BOOKS:

(1) Report by the Railway Board on Indian Railways. Published yearly. Price—Volume I—Report, Rs. 5-6-0 or 8*s*. 9*d*. Volume II, Rs. 4-12-0 or 8*s*. [1935-36].

(2) Classified List of State Railway Establishment and Distribution Return of Establishment of all Railways. Published yearly. Price Rs. 1-12-0 or 3*s*.

(3) History of Indian Railways, constructed and in progress corrected up to 31st March 1933. Published quinquennially. Price Rs. 6-0-0 or 9*s*. 9*d*.

(4) History of Services of the Officers of the Indian State Railways. Published biennially. Price Rs. 20-0-0 or 31*s*. 6*d* (corrected upto 1st July 1937).

TECHNICAL PAPERS.

(5) Over 302 papers have been published by the Technical Section of the Railway Board's office. The papers comprise :—

(*a*) Original descriptions of railway works and studies of railway problems in India and elsewhere.

(*b*) Reprints of articles from foreign engineering magazines.

(*c*) Reprints or abstracts of reports received by the Government of India on subjects connected with railways.

A complete list of the papers can be obtained *gratis* from the Chief Controller, Standardisation, Central Standards Office for Railways, Simla/New Delhi. A few of the more important Technical papers are mentioned below :—

Technical Paper.	*Name.*	*Author.*
No. 72	The design of well foundations for bridges	(Compiled.)
,, 148	Statistics of Railway working expenditure	G. DEUCHARS.
,, 153	River training and control on the guide bank system	F. J. E. SPRING.
,, 215	The Hardinge Bridge over the Lower Ganges at Sara	SIR ROBERT GALES.
,, 219	Technical education in relation to railways in America	H. L. COLE.
,, 239	The Central Control systems for the scheduling of operations in locomotive repairs workshops in England	H. H. SAUNDERS.
,, 242	Railway Statistics and the Operating Officer	MAJOR F. H. BUDDEN.
,, 243	How to judge the prospects of new railways	LT.-COL. L. E. HOPKINS.
,, 244	Sleeper spacing and the effect of the new *Permissible Axle-loads*	A. F. HARVEY.
,, 245	Report of the Indian Railway Bridge Committee on track stresses.	
,, 247	1st and 2nd interim reports of the Indian Railway Bridge Committee on Impact and revision of the Bridge rules.	
,, 249	Operating Statistics and the Divisional Officer	MAJOR F. H. BUDDEN.
,, 250	Axle-loads, Wheel Diameter and railheads dimensions.	
,, 251	A. R. E. and maintenance of Way Association's Impact tests on railway Bridges. (Reprinted.)	
,,	Description of the planning, Progress, Coaling and Engine Repair, Schedule System introduced on the G. I. P. Railway Loco. Shops at Parel	F. G. S. MARTIN.
,, 256	Notes on the preparation of railway projects	H. L. GLASS.
,, 259	The estimation of Passenger earnings on new projects	A. LINES.
,, 261	Tube wells on the N. W. Railway, 1925-27	J. WARDON.
,, 262	Note on steps to be taken to permit of running the future large vehicles on Broad Gauge Railways, 1927	A. I. SLIEGH.
263	Note on composite Index numbers of Indian Railways	W. G. BARNETT.
264	Memorandum on Traffic Surveys	R. N. NICOLLS.
266	Principles of the Absolute Block System, 1929	L. H. KIRKNESS.
,, 267	Flood-Lighting, 1929	H. J. MULLENEUX.
,, 271	Antiseptic treatment of Pinus Longifolia (Chir) for Railway Sleepers	KAMESAM.
,, 272	The Stereographic Survey of the Shakagam	MAJOR KENNETH MASON, (Reprint).
,, 273	A Schedule system for the Control of Operations in Workshops, 1929	H. H. SAUNDERS.
,, 275	An Enquiry into the Preparation of Periodic Financial Returns on the Railways of Great Britain, Egypt and Palestine, 1929	MAJOR WAGSTAFF.
,, 276	Investigation into the Strength of Rail Joints	H. HOWE AND L. H. SWAIN.
,, 277	Description of the Cost Accounting Scheme introduced in the Locomotive Workshops at Moghalpura	A. E. HOWELL.
,, 278	Notes on Tube Railway Construction	H. G. SALMOND.
,, 279	Report on Track Practice on American and Canadian Railways	A. F. HARVEY.
,, 280	The Installation of a Production system in the Locomotive Workshops at Moghalpura	A. E. HOWELL.

No.	281	The Belt System of Repairs introduced in the Loco. Workshops at Kancharapara	R. DE VERA IRWIN & J. R. POTTER.
,,	282	Note on " Fridera " a composition for reconditioning abraised spike holes in Railway Sleepers	S. KRISHNA & T. P. GHOSE.
,,	283	Description of a system introduced in the Stores Department of E. I. Railway with appendices	F. G. S. MARTIN AND A. R. A. HARE DUKE.
,,	284	Notes on progressive system of wagon repairs as introduced in N. W. R. Workshops at Moghalpura	B. S. SINDHU.
,,	285	Notes on the methods by which the provisions in the English Railway Act of 1921 were framed both from the points of view of the Railway Coys. and of the compilers of the Act	E. A. SIMS.
,,	286	Stresses in Fishplates for 90 lbs. Rails (with conclusions affecting the design of standard rail and fish plate sections)	A. M. SIMS.
,,	287	Report on Oil Burners and Wicks for Signal Lamps	H. E. COX.
,,	288	G. I. P. Railway Dynamometer Car, Report No. 11, Train Resistance	C. W. CLARKE.
,,	289	The Hump Yard in India	MAJOR H. W. WAGSTAFF.
,,	290	The Indian Railway Rates' Structure. The case for its simplification. Its existing shortcomings and suggested principles as a basis for its revision	A. W. BECKETT.
,,	291	Controlled Concrete	A. W. CRIPS VILLIERS.
,,	292	Hints on the Construction of a Railway in the plains with special reference to Bengal	K. B. RAY.
,,	293	Simplified Design of Masonry Arch by Elastic Theory	A. VASUDEVAN.
,,	294	Frame Arch Spans for Railway Loadings	H. J. NICHOLAS.
,,	295	The Hallade Track Recorder and Hints on the Maintenance of Curves	REPRINT.
,,	296	Paint Flaking on Railway Carriages	H. M. R. MORSE.
,,	297	The Maximum Length of Rails as affected by the range of temperature and the design of Rail-Joints	A. M. SIMS.
,,	298	Cost Accounting in English and Indian Railway Workshops	S. V. IYER.
,,	299	The determination of the permissible speeds on Curves	E. PROCTER.
,,	300	Report on investigation into modern methods of introducing Transition Curves economically into existing lines of Railway.	R. H. MARTIN.
,,	301	Note on Reconditioning of Curves	R. STRICK.
,,	302	The Coach Painters Handbook and Guide	T. VILLIERS.

The prices of the papers vary from annas three to Rupees Fifteen.

The books and papers can be bought from the Manager of Publications, Delhi.

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INTRODUCTORY NOTE.

1. For the information of foreign readers of this report, who are unaccustomed to the use of Indian currency and units, it may be mentioned that a lakh is one hundred thousand and a crore one hundred lakhs.

2. An anna is a 16th part of a rupee and a pie the 12th part of an anna.

3. The approximate value in English coinage of a rupee at the present rate of exchange is one shilling and six pence.

NOTE.—Indian Railway Systems have been classified under three classes for statistical purposes—

Class I—Railways with gross earnings of Rs. 50 lakhs and over a year.

Class II—Railways with gross earnings of less than Rs. 50 lakhs a year, but exceeding Rs. 10 lakhs a year.

Class III—Railways with gross earnings of Rs. 10 lakhs and under a year.

A detailed list of the railways in each class will be found in statement 5, pages 43 to 47.

SECTION A.

FINANCIAL AND STATISTICAL SUMMARIES.

[For details, see Statement 1, pages 22-23.

FINANCIAL SUMMARIES.

I.—*Summary of the Net Revenue Receipts of State-owned Railways for the years 1935-36 and 1936-37 and of the percentage of those figures on the Capital at Charge on the 31st March, also of the Net Gain or Loss to Government after meeting all charges against the Net Revenue Receipts.*

NOTE:—Please see note under heading of summary No. II (a) and 3.

(In thousands of rupees.)

Classification.	Year.	*Capital at charge.	Net Revenue Receipts. (b)	Percentage of Net Revenue Receipts on Capital at Charge. (Col. 4 × 100 / Col. 3)	Charges against Net Revenue Receipts.			Net Gain or Loss to Govt. [difference between columns (4) and (8)].		Percentage of Gain or Loss on Capital at Charge. (Col. 9 or 10 × 100 / Col. 3.)
					Payments on account of share of surplus profits and of Net Revenue Receipts.	Interest payments.	Total charges.	Gain.	Loss.	
1	2	3	4	5	6	7	8	9	10	11
Central.										
1. State Lines worked by the State.	*1935-36*	*4,97,64,51*	*16,23,59*	*3·26*	..	*19,67,21*	*19,67,21*	..	*3,43,62*	*—0·69*
	1936-37	4,97,16,11	19,84,55	3·99	..	19,30,45	19,30,45	54,10	..	0·11
2. State Lines worked by Companies or by Indian States.	*1935-36*	*2,88,28,02*	*11,23,05*	*3·90*	*50,95*	*11,58,69*	*12,09,64*	..	*86,59*	*—0·30*
	1936-37	2,88,62,93	12,11,68	4·20	42,43	11,38,36	11,80,79	30,89	..	0·11
3. Miscellaneous items	*1935-36*	*3,09,50*	..	..	..	*13,10*	*13,10*	..	*13,10*	*—4·23*
	1936-37	3,08,32	..	..	..	12,50	12,50	..	12,50	—4·05
4. Total Central	*1935-36*	*7,89,02,03*	*27,46,64*	*3·48*	*50,95*	*31,39,00*	*31,89,95*	..	*4,43,31* (a)	*—0·56*
	1936-37	7,88,87,86	31,96,23	4·05	42,43	30,81,31	31,23,74	72,49	..	0·09
Provincial.										
5. Total Provincial	*1935-36*	*14,61*	..	..	..	*51*	*51*	..	*51*	*—3·49*
	1936-37	14,61	..	..	..	50	50	..	50	—3·43
6. Grand Total	*1935-36*	*7,89,16,64*	*27,46,64*	*3·48*	*50,95*	*31,39,51*	*31,90,46*	..	*4,43,82*	*—0·56*
	1936-37	7,89,02,47	31,96,23	4·05	42,43	30,81,81	31,24,24	71,99	..	0·09

* On open lines and on lines wholly or partly under construction (including ferries and suspense).

(a) See also footnote * under Statement 1 on page 23.

(b) Credits for material released from works have been taken under Depreciation Reserve Fund from 1936-37. These were adjusted as earnings from 1932-33 to 1935-36.

[*For details, see Statement 2 (a), pages 24-27.*]

II-A.—Summary of Capital at Charge of State-owned Railways on the 31st March 1936 and 1937.

NOTE :—Upto 1931-32 sterling liabilities involved in the purchase of Railways were converted *into* rupee at the statutory rates of exchange, but in the years 1932-33 to 1934-35 they were converted at the rates of exchange prevailing in the years when the liabilities came into being. From 1935-36 they have again been converted at the statutory rate of 1s. 6d. to the rupee.

(*In thousands of rupees.*)

Details.	State owned lines worked by the State.		State owned lines worked by Companies and other miscellaneous items.		Total State-owned railways.	
	31st March 1936.	31st March 1937.	*31st March 1936.*	31st March 1937.	*31st March 1936.* (Cols. 2+4.)	31st March 1937. (Cols. 3+5.)
1	2	3	4	5	6	7
1. *Liabilities incurred in the purchase of railways :—*						
(a) During the year . .	..	..	..	..	..	..
(b) To end of the year .	*1,16,56,81*	1,16,56,81	*44,52,15*	44,52,15	*1,61,08,96*	1,61,08,96
2. *Capital outlay during the financial year from funds provided by the State :—*						
(a) Works . . .	*1,51,03*	25,68	*88,16*	87,23	*2,39,19*	1,12,86
(b) Rolling-stock . .	*—35,76*	—72,89	*40,74*	—6,92	*4,98*	—79,81
(c) General charges . .	*1,23*	4,00	*—8,52*	92	*—7,29*	4,92
(d) Stores, etc., not finally charged off in the accounts.	*10,74*	—5,08	*10,12*	—4,86	*20,86*	—9,94
(e) Total	*1,27,24*	—48,39	*1,30,50*	76,42	*2,57,74*	28,03
3. *Capital outlay to the end of the financial year including, in the case of purchased railways, expenditure incurred since purchase :—*						
(a) Works . . .	*2,63,24,30*	2,63,65,12	*1,61,61,97*	1,64,79,72	*4,24,86,27*	4,28,44,84
(b) Rolling-stock . .	*97,12,53*	96,24,85	*69,83,52*	67,03,92	*1,66,96,05*	1,63,28,77
(c) General charges . .	*14,67,56*	14,73,25	*11,81,77*	11,82,73	*26,49,33*	26,55,98
(d) Stores, etc., not finally charged off in the accounts.	*6,03,31*	5,96,08	*3,72,72*	3,67,84	*9,76,03*	9,63,92
(e) Total . .	*3,81,07,70*	3,80,59,30	*2,46,99,98*	2,47,34,21	*6,28,07,68*	6,27,93,51
4. *Total Capital at Charge at the end of the financial year [Items 1 (b) plus 3 (e)].*	*4,97,64,51*	4,97,16,11	*2,91,52,13*	2,91,86,36	*7,89,16,64*	7,89,02,47

II-B.—Summary of Capital Outlay to the end of the years 1935-36

Classification.	Year.	Capital outlay during the year.				
		Works.	Rolling-stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.
1	2	3	4	5	6	7
		Rs.	Rs.	Rs.	Rs.	Rs.
1. Branch line Companies' Railways under Guarantee Terms—						
(a) Worked by the branch line company	*1935-36* .	*7*	*—2*	*Nil*	*3*	*8*
	1936-37 .	39	10	Nil	—16	33
(b) Worked by the main line . .	*1935-36* .	*12*	*Nil*	*18*	*Nil*	*30*
	1936-37 .	28	Nil	Nil	Nil	28
2. Branch line Companies' Railways under rebate terms worked by the main line.	*1935-36* .	*78*	*14*	*11*	*Nil*	*1,03*
	1936-37 .	136	—11	Nil	Nil	1,25
3. Branch line Companies' Railways under guarantee and rebate terms.	*1935-36* .	*56*	*Nil*	*Nil*	*Nil*	*56*
	1936-37 .	21	Nil	Nil	Nil	21
4. Companies' lines subsidized by the Government of India.	*1935-36* .	*6,66*	*9,74*	*1*	*—21*	*16,20*
	1936-37 .	4,30	2,52	—43	3,69	10,08
5. Companies' lines subsidized by Local Governments.	*1935-36* .	*11*	*Nil*	*Nil*	*—27*	*—16*
	1936-37 .	45	—72	—10	—17	—54
6. Unassisted Companies' lines . . .	*1935-36* .	*15*	*15*	*Nil*	*—5*	*25*
	1936-37 .	1,71	—63	Nil	—1	107
7. District Board lines	*1935-36* .	*5 0*	*—1,74*	*1*	*Nil*	*—1,23*
	1936-37 .	47	—19	2	Nil	30
8. Companies' lines subsidized by District Board.	*1935-36* .	*1,19*	*73*	*2*	*1,04*	*2,98*
	1936-37 .	54	100	Nil	—75	79
9. Indian State lines worked by Indian States .	*1935-36* .	*32,38*	*19,09*	*75*	*2,25*	*54,47*
	1936-37 .	36,84	22,98	34	—6,48	53,68
10. Indian State lines worked by the main line .	*1935-36* .	*41*	*74*	*—89*	*20*	*46*
	1936-37 .	3,96	81	5	12	4,94
11. Companies' lines guaranteed by Indian States	*1935-36* .	*Nil*	*1*	*Nil*	*Nil*	*1*
	1936-37 .	Nil	6	Nil	Nil	6
12. Lines in Foreign territory worked by British Indian Railway Companies.	*1935-36* .	*54*	*Nil*	*Nil*	*Nil*	*54*
	1936-37 .	47	Nil	Nil	Nil	47
13. Total .	*1935-36*	*43,47*	*28,84*	*19*	*2,99*	*75,49*
	1936-37 .	50,98	25,82	—12	—3,76	72,92
14. Miscellaneous .	*1935-36* .	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
	1936-37 .	Nil	Nil	Nil	Nil	Nil
15. Grand Total .	*1935-36* .	*43,47*	*28,84*	*19*	*2,99*	*75,49*
	1936-37 .	50,98	25,82	—12	—3,76	72,92

[*For details, see Statement 2 (b), pages 28—39*].

and 1936-37 of other than State-owned Railways. (*In thousands of rupees.*)

§ Total capital outlay to the end of the year.					Classification.
Works.	Rolling-stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.	
8	9	10	11	12	13
Rs.	Rs.	Rs.	Rs.	Rs.	1. Branch line Companies' Railways under Guarantee Terms—
92,61	*21,31*	*9,31*	*1,55*	*1,24,78*	(*a*) Worked by the branch line company.
93,00	21,41	9,31	1,39	1,25,11	
82,12	*1,17*	*7,89*	*Nil*	*91,18*	(*b*) Worked by the main line.
82,40	1,17	7,89	Nil	91,46	
5,84,71	*57,03*	*77,61*	*Nil*	*7,19,35*	2. Branch line Companies' Railways under rebate terms worked by the main line.
5,85,60	56,92	78,08	Nil	7,20,60	
1,77,70	*2,96*	*9,56*	*2,00*	*1,92,22*	3. Branch line Companies' Railways under guarantee and rebate terms.
1,77,91	2,96	9,56	2,00	1,92,43	
**12,48,84*	*4,12,63*	*1,22,36*	*12,77*	*17,96,60*	4. Companies' lines subsidized by the Government of India.
*12,09,76	3,97,29	1,21,52	14,62	17,43,19	
1,06,74	*72,38*	*21,08*	¶*2,33*	¶*2,02,54*	5. Companies lines subsidized by Local Governments.
1,42,92	85,67	20,08	¶3,44	¶2,53,01	
51,67	*12,89*	*2,48*	*18*	*67,22*	6. Unassisted Companies' lines
50,18	10,65	2,41	17	63,41	
71,40	*5,12*	*6,49*	*Nil*	*83,01*	7. District Board lines.
71,87	4,93	6,51	Nil	83,31	
1,05,88	*40,19*	*2,59*	*2,60*	*1,51,26*	8. Companies' lines subsidized by District Boards.
1,17,29	46,66	3,08	2,38	1,69,41	
28,87,86	*9,49,51*	*1,89,15*	*74,29*	*41,00,81*	9. Indian State lines worked by Indian States.
29,94,34	9,72,48	1,92,88	68,11	42,27,81	
10,65,26	*96,96*	*79,29*	*6,01*	*12,47,52*	10. Indian State lines worked by the main line.
9,96,31	97,77	75,95	5,83	11,75,86	
8,43	*5,95*	*1,76*	*Nil*	*16,14*	11. Companies' lines guranteed by Indian States.
8,43	6,01	1,76	Nil	16,20	
‡*2,37,69*	*Nil*	*1,50*	*Nil*	*2,39,19*	12. Lines in Foreign territory worked by British Indian Railway Companies.
†2,38,16	Nil	1,50	Nil	2,39,66	
67,20,92	*16,78,10*	*5,31,07*	††*1,01,73*	††*90,31,82*	13. Total.
67,68,17	17,03,92	5,31,43	97,94	91,01,46	
8,23	*Nil*	*64*	*Nil*	*8,87*	14. Miscellaneous.
8,23	Nil	64	Nil	8,87	
67,29,15	*16,78,10*	*5,31,71*	††*1,01,73*	††*90,40,69*	15. Grand Total.
67,76,40	17,03,92	5,32,07	97,94	91,10,33	

* Includes 11,95 being the capital outlay of Matheran Light Railway to the end of 1927-28, the details of which are not available.

‡ Includes 2,26,19 being the capital outlay on the West of India Portuguese Railway, the details of which are not available.

† Includes 2,26,51 being the capital outlay on the West of India Portuguese Railway, the details of which are not available.

§ Ordinarily the figures shown under the head "Total capital outlay to the end of the year" should agree with the figures under the same head in the previous year *plus* those shown under "Capital outlay during the year" in this Report. Where they do not do so, the difference is due to certain adjustments made in the cumulative figures not passed through the accounts for the year.

¶ Excludes Rs. 1,50,000 (£10,000) representing the estimated cost of stores, etc., for the purpose of arriving at the amount of Government subsidy due to Dibru-Sadiya Railway in the years when a subsidy was payable.

†† Revised figures.

[For details, see Statement 4, page 42.]

III.—Summary of total Interest Charges chargeable against Net Revenue Receipts of State-owned Railways for the years 1935-36 and 1936-37.

Particulars.	Central.								Total Provincial.		Grand Total	
	State lines worked by the State.		State lines worked by companies or by Indian States.		Miscellaneous items.		Total.					
	1935-36.	1936-37.	1935-36.	1936-37.	1935-36.	1936-37.	1935-36.	1936-37.	1935-36.	1936-37.	1935-36.	1936-37.
1	2	3	4	5	6	7	8	9	10	11	12	13
1. Interest on sterling debt . . £	*3,527,582*	3,448,332	*899,366*	899,366	..	..	*4,426,948*	4,347,698	..	..	*4,426,948*	4,347,698
2. Interest on capital contributed by companies:—												
(a) On share capital £	..	..	*420,000*	420,000	..	..	*420,000*	420,000	..	..	*420,000*	420,000
(b) On debenture and debenture stock £	..	..	*493,035*	478,228	..	..	*493,035*	478,228	..	..	*493,035*	478,228
3. Total . £	..	..	*913,035*	898,228	..	..	*913,035*	898,228	..	..	*913,035*	898,228
4. Grand Total . £	*3,527,582*	3,448,332	*1,812,401*	1,797,594	..	..	*5,339,983*	5,245,926	..	..	*5,339,983*	5,245,926
5. Converted into rupees at average rate of exchange . . (In thousands of rupees.)	*4,67,91*	4,57,19	*2,42,04*	2,40,12	(a)—*1,25*	(a)—1,35	*7,08,70*	6,95,96	..	..	*7,08,70*	6,95,96
6. Interest on capital outlay provided by Government . . (In thousands of rupees.)	*14,99,26*	14,73,22	*9,09,15*	8,90,74	*14,35*	13,85	*24,22,76*	23,77,81	*51*	50	*24,23,27*	23,78,31
7. Interest on rupee debt (In thousands of rupees.)	*4*	4	*7,50*	7,50	..	..	*7,54*	7,54	..	..	*7,54*	7,54
8. Grand Total . (In thousands of rupees.)	*19,67,21*	19,30,45	*11,58,69*	11,38,36	*13,10*	12,50	*31,39,00*	30,81,31	*51*	50	*31,39,51*	30,81,81

(a) Represents exchange charges

[For details, see Statement No. 3, pages 40 and 41.]

IV.—Summary of Gross Revenue Receipts, Working Expenses and Net Revenue Receipts of State-owned Railways for the years 1935-36 and 1936-37.

NOTE :—Please see note under heading of statement No. 3.

[In thousands of rupees.]

Class of Railways.	Year.	Gross Revenue Receipts. (c)			Working Expenses.				Payment to worked lines.	Net Revenue Receipts.	Percentage of ordinary working expenses to earnings.
		Earnings.	Suspense.	Total.	Ordinary.	Appropriation to Depreciation Reserve Fund.	Suspense.	Total.			
1	2	3	4	5	6	7	8	9	10	11	12
State Railways worked by State .	*1935-36*	*57,57,48*	*—19,95*	*57,37,53*	*32,15,28*	*8,30,56*	*—6,19*	*40,39,65*	*74,29*	*16,23,59*	*55·85*
	1936-37	60,61,42	—14,18	60,47,24	31,53,56	8,26,22	6,50	39,86,28	76,41	19,84,55	52·03
State Railways worked by Companies or Indian States and Miscellaneous.	*1935-36*	*39,77,44*	*—3,39*	*39,74,05*	*21,52,20*	*4,94,41*	*—5,99*	*26,40,62*	*2,10,38*	*11,23,05*	*54·11*
	1936-37	40,65,34	—10,32	40,55,02	21,23,76	4,88,81	5,44	26,18,01	2,25,33	12,11,68	52·24
Total . .	*1935-36*	*97,34,92*	*—23,34*	*97,11,58*	*53,67,48*	*13,24,97*	*—12,18*	*66,80,27*	*2,84,67*	*27,46,64*	*55·14*
	1936-37	1,01,26,76	—24,50	1,01,02,26	52,77,32	13,15,03	11,94	66,04,29	3,01,74	31,96,23	52·12

(c) Please see footnote (b) on page 2 Financial Summary I.

[For details, see Statement 5, pages 43-47.]

V.—Summary of $\frac{\text{Capital at Charge*}}{\text{Capital outlay†}}$, Revenue Earnings and Expenses of Railways for the years 1935-36 and 1936-37.

[In thousands of rupees.]

Note. Please see notes under headings of Summary IIA and statement 5.]

Classification.	Year.	For the system *i.e.* both State-owned and other than State-owned portions.					
		‡ Total capital at charge.	§ Gross earnings.	§ Working expenses.	Net earnings. (Col. 4—5.)	Percentage of working expenses to gross earnings. $\left(\frac{\text{Col. 5}\times 100}{\text{Col. 4}}\right)$	Percentage of net earnings on total capital at charge given in column 3. $\left(\frac{\text{Col. 6}\times 100}{\text{Col. 3}}\right)$
1	2	3	4	5	6	7	8
				By classes of railways.			
Class I Railways	*1935-36*	*8,41,06,77*	*1,00,19,03*	*66,37,41*	*33,81,62*	*66·25*	*4·02*
	1936-37	8,40,47,02	1,04,35,37	67,47,05	36,88,32	64·66	4·39
Class II Railways	*1935-36*	*††27,36,90*	*3,09,02*	*1,93,66*	*1,10,36*	*64·29*	*††4·03*
	1936-37	28,81,03	3,18,59	2,03,69	1,14,90	63·93	3·99
Class III Railways	*1935-36*	*6,11,82*	*56,95*	*43,58*	*13,37*	*76·52*	*2·19*
	1936-37	5,87,87	55,21	43,86	11,35	79·44	1·93
Other items not included in the preceding heads	*1935-36*	*5,01,84*	*—83*	*2,14,23*	*—2,15,06*	..	—
	1936-37	4,96,88	—2,44	—1,79	—65	..	..
				By Ownership.			
Total State Railways (a)	*1935-36*	*7,84,14,80*	*92,02,64*	*62,02,32*	*30,00,32*	*67·40*	*3·83*
	1936-37	7,84,05,59	95,76,18	63,19,43	32,56,75	65·99	4·15
Other items not included in the preceding heads.	*1935-36*	*5,01,84*	*—83*	*2,14,23*	*—2,15,06*	..	..
	1936-37	4,96,88	—2,44	—1,79	—65	..	..
Total other Railways	*1935-36*	*††90,31,82*	*11,81,98*	*6,76,88*	*5,05,10*	*57·27*	*††5·59*
	1936-37	91,01,46	12,32,73	6,74,79	5,57,94	54·74	6·13
Miscellaneous	*1935-36*	*(b) 8, 87*	*38*	*45*	*—7*	..	—
	1936-37	(b) 8,87	26	38	—12	..	—
GRAND TOTAL .	*1935-36*	*††8,79,57,33*	*1,03,84,17*	*70,93,88*	*32,90,29*	*68·31*	*††3·74*
	1936-37	8,80,12,80	1,08,06,73	69,92,81	38,13,92	64·74	4·33

* In the case of State-owned railways. † In the case of other than State-owned railways.

‡ On open lines and on lines wholly or partly under construction (including ferries and suspense.)

§ Gross earnings and working expenses represent the true earnings and true expenses of a railway in an accounting period, irrespective of whether the earnings have been realised, or the expenses paid. They are the administrative figures of railway accounts.

(a) The method of exhibiting the figures in Summary IV has been changed from 1934-35 ; the figures shown therein are not, therefore, susceptible of agreement with those in Summary V or Summary VI.

(b) See details at the foot of Statement 2 (b) for the year concerned.

†† Revised figures.

[*For details, see Statement 5, pages 43—47 and Statement 8, pages 62-77.*

VI.—*Summary of* $\frac{\text{Capital at Charge*}}{\text{Capital outlay†}}$, *Revenue Earnings and Expenses and Mileage of Railways classified according to methods of working for the years 1935-36 and 1936-37.*

N. B. Please see notes under headings of summary II.-A and statements 5.

Classification.	Year.	Route mileage on 31st March.	In thousands of rupees. ‡ Total capital at charge. / Capital Outlay.	Gross earnings. §	Working expenses.§	Net earnings.	Remarks.
1	2	3	4	5	6	7	8
		Miles.					
1. State lines worked by the State (*a*)	*1935-36*	*17,736·12*	*4,95,73,56*	*56,34,79*	*39,80,94*	*16,53,85*	
	1936-37	17,736·92	4,95,29,44	59,30,50	39,12,55	20,17,95	
2. State lines worked by ‖companies(*a*)	*1935-36*	*14,045·44*	*2,88,41,24*	*35,67,85*	*22,21,38*	*13,46,47*	
	1936-37	14,025·03	2,88,76,15	36,45,68	24,06,88	12,38,80	
3. Branch line companies' railways under Guarantee terms, worked by the Branch line company.	*1935-36*	*177·93*	*1,24,78*	*5,72*	*6,01*	*—29*	
	1936-37	177·93	1,25,11	5,61	5,89	—28	
4. Branch line companies' railways under Guarantee terms worked by the main line.	*1935-36*	*114·65*	*91,18*	*9,63*	*4,85*	*4,78*	
	1936-37	114·65	91,46	9,82	4,97	4,85	
5. Branch line companies' railways under Rebate terms, worked by the main line.	*1935-36*	*1,076·58*	*7,19,35*	*78,58*	*43,16*	*35,42*	
	1936-37	1,076·58	7,20,60	81,72	43,12	38,60	
6. Branch line companies' railways under Guarantee and rebate terms.	*1935-36*	*166·60*	*1,92,22*	*11,65*	*6,10*	*5,55*	
	1936-37	166·60	1,92,43	12,22	6,67	5,55	
7. Companies' lines subsidized by the Government of India.	*1935-36*	*2,031·85*	*17,96,60*	*2,77,67*	*1,32,34*	*1,45,33*	
	1936-37	1,913·62	17,43,19	2,76,35	1,25,36	1,50,99	
8. Companies' lines subsidized by Local Governments.	*1935-36*	*137·09*	*††2,02,54*	*31,69*	*20,68*	*11,01*	
	1936-37	229·59	2,53,01	39,76	25,44	14,32	
9. Unassisted companies' lines	*1935-36*	*164·25*	*67,22*	*3,75*	*3,13*	*62*	
	1936-37	164·25	63,41	3,70	3,72	—2	
10. District Board lines	*1935-36*	*136·43*	*83,01*	*16,04*	*8,72*	*7,32*	
	1936-37	136·43	83,31	20,56	11,11	9,45	
11. Companies' lines subsidized by District Boards.	*1935-36*	*273·62*	*1,51,26*	*29,88*	*20,62*	*9,26*	
	1936-37	299·13	1,69,41	28,80	21,15	7,65	
12. Indian State lines worked by Indian States.	*1935-36*	*5,324·96*	*41,00,81*	*5,05,95*	*3,07,87*	*1,98,08*	
	1936-37	5,517·11	42,27,81	5,45,33	3,08,59	2,36,74	
13. Indian State lines worked by the main line.	*1935-36*	*1,601·57*	*12,47,52*	*1,87,02*	*1,08,05*	*78,97*	
	1936-37	1,438·88	11,75,86	1,80,73	1,02,08	78,65	
14. Companies' lines guaranteed by Indian States.	*1935-36*	*38·63*	*16,14*	*1,27*	*1,06*	*21*	
	1936-37	38·63	16,20	1,24	1,03	21	
15. Lines in foreign territory worked by British Indian railway companies.	*1935-36*	*73·54*	*2,39,19*	*23,13*	*14,29*	*8,84*	
	1936-37	73·54	2,39,66	26,89	15,66	11,23	
16. Miscellaneous (*b*)	*1935-36*	*19·12*	*8,87*	*38*	*45*	*—7*	
	1936-37	19·12	8,87	26	38	—12	
17. Other items not included in the preceding heads.	*1935-36*	..	*5,01,84*	*—83*	*2,14,23*	*—2,15,06*	
	1936-37	..	4,96,88	—2,44	—1,79	—65	
18. Total	*1935-36*	*43,118·38*	*††8,79,57,33*	*1,03,84,17*	*70,93,88*	*32,90,29*	
	1936-37	43,128·01	8,80,12,80	1,08,06,73	69,92,81	38,13,92	

(*a*) Please see footnote (*a*) in Summary V on page 7.

(*b*) Represents figures pertaining to Alnavar—Dandeli (Provincial) railway.

* In the case of State-owned Railways. † In the case of other than State-owned Railways.

‡ On open line and on lines wholly or partly under construction (including ferries and suspense).

§ Gross earnings and working expenses represent the true earnings and true expenses of a Railway in an accounting period, irrespective of whether the earnings have been realised or the expenses paid. They are the administrative figures of Railway Accounts.

‖ Include State lines worked by Indian States.

†† Revised figures.

[*For details, see Statement 8, pages 62—77*].

STATISTICAL SUMMARIES.

VII.—Summary of the Mileage of Railways on 31st March 1937.

Classification.	Route mileage open on the 31st March 1937.			Track mileage open on the 31st March 1937.			Route mileage opened during the financial year 1936-37.	Route mileage authorised but not open for traffic on 31st March 1937.	
	Single line.	Double, treble, etc., lines as the case may be.	Total.	Running track.	Sidings.	Total.		Sanctioned but not commenced.	Under construction.
1	2	3	4	5	6	7	8	9	10
I. (*a*) Class I Railways—									
5′ 6″ gauge	17,766·04	3,430·85	21,196·89	24,883·48	7,457·55	32,341·03	*Nil*	*Nil*	*Nil*
3′ 3½″ gauge	14,503·78	267·54	14,771·32	15,054·41	3,285·39	18,339·80	*Nil*	*Nil*	12·04
2′ 6″ and 2′ 0″ gauges	2,216·58	*Nil*	2,216·58	2,216·58	249·91	2,466·49	*Nil*	*Nil*	*Nil*
Total	34,486·40	3,698·39	38,184·79	42,154·47	10,992·85	53,147·32	*Nil*	*Nil*	12·04
(*b*) Class II Railways—									
3′ 3½″ gauge	2,855·68	*Nil*	2,855·68	2,855·68	429·43	3,285·11	12·50	85·83	50·94
2′ 6″ and 2′ 0″ gauges	926·11	*Nil*	926·11	926·11	112·73	1,038·84	*Nil*	*Nil*	*Nil*
Total	3,781·79	*Nil*	3,781·79	3,781·79	542·16	4,323·95	12·50	85·83	50·94
(*c*) Class III Railways—									
3′ 3½″ gauge	145·64	*Nil*	145·64	145·64	18·70	164·34	*Nil*	*Nil*	*Nil*
2′ 6″ and 2′ 0″ gauges	1,015·79	*Nil*	1,015·79	1,017·20	104·26	1,121·46	*Nil*	0·89	*Nil*
Total	1,161·43	*Nil*	1,161·43	1,162·84	122·96	1,285·80	*Nil*	0·89	*Nil*
II. (*a*) Total State-owned Railways—									
5′ 6″ gauge	15,766·29	3,430·85	19,197·14	22,883·73	7,172·43	30,056·16	*Nil*	*Nil*	*Nil*
3′ 3½″ gauge	10,715·30	249·72	10,965·02	11,230·29	2,581·87	13,812·16	*Nil*	*Nil*	*Nil*
2′ 6″ and 2′ 0″ gauges	1,618·91	*Nil*	1,618·91	1,618·91	200·15	1,819·06	*Nil*	*Nil*	*Nil*
Total	28,100·50	3,680·57	31,781·07	35,732·93	9,954·45	45,687·38	*Nil*	*Nil*	*Nil*
(*b*) Total Other Railways—									
5′ 6″ gauge	1,999·75	*Nil*	1,999·75	1,999·75	285·12	2,284·87	*Nil*	*Nil*	*Nil*
3′ 3½″ gauge	6,789·80	17·82	6,807·62	6,825·44	1,151·65	7,977·09	12·50	85·83	62·98
2′ 6″ and 2′ 0″ gauges	2,539·57	*Nil*	2,539·57	2,540·98	266·75	2,807·73	*Nil*	0·89	*Nil*
Total	11,329·12	17·82	11,346·94	11,366·17	1,703·52	13,069·69	12·50	86·72	62·98
III. (*a*) Total State-managed Rlys.—									
5′ 6″ gauge	12,104·89	2,863·86	14,968·75	18,042·32	5,579·20	23,621·52	*Nil*	*Nil*	*Nil*
3′ 3½″ gauge	2,983·61	214·14	3,197·75	3,411·89	930·32	4,342·21	*Nil*	*Nil*	*Nil*
2′ 6″ and 2′ 0″ gauges	967·03	*Nil*	967·03	967·03	116·41	1,083·44	*Nil*	*Nil*	*Nil*
Total	16,055·53	3,078·00	19,133·53	22,421·24	6,625·93	29,047·17	*Nil*	*Nil*	*Nil*
(*b*) Total Other Railways—									
5′ 6″ gauge	5,661·15	566·99	6,228·14	6,841·16	1,878·35	8,719·51	*Nil*	*Nil*	*Nil*
3′ 3½″ gauge	14,521·49	53·40	14,574·89	14,643·84	2,803·20	17,447·04	12·50	85·83	62·98
2′ 6″ and 2′ 0″ gauges	3,191·45	*Nil*	3,191·45	3,192·86	350·49	3,543·35	*Nil*	0·89	*Nil*
Total	23,374·09	620·39	23,994·48	24,677·86	5,032·04	29,709·90	12·50	86·72	62·98
IV. Total by gauges—									
5′ 6″ gauge	17,766·04	3,430·85	21,196·89	24,883·48	7,457·55	32,341·03	*Nil*	*Nil*	*Nil*
3′ 3½″ gauge	17,505·10	267·54	17,772·64	18,055·73	3,733·52	21,789·25	12·50	85·83	62·98
2′ 6″ and 2′ 0″ gauges	4,158·48	*Nil*	4,158·48	4,159·89	466·90	4,626·79	*Nil*	0·89	*Nil*
Grand Total	39,429·62	3,698·39	43,128·01	47,099·10	11,657·97	58,757·07	12·50	86·72	62·98

Note.—Route mileage open on 31st March 1936	43,118·38
Add Route mileage opened during 1936-37	12·50
Total	43,130·88
Route mileage open on 31st March 1937 as shown in column 4 above	43,128·01
Difference (*vide* details below)	—2·87
Net decrease on account of realignments, remeasurements, etc.	—2·87

VIII.—Summary of Equipment showing

Classification.	Locomotives.				Rail motors.		Steam coaches.		†Electric motor coaches.			Coaching vehicles. Excluding vehicles used exclusively on Railway Service.					Other vehicles including brake vans.	Railway Service vehicles (including officers' carriages.)
												Passenger carriages.						
	Steam. No.	Electric No.	Total tractive effort in lbs.		No.	Seats.	No.	Seats.	No. (In units.)	Seats.	Average weight in tons.	No. (In units.)	Seats.				No. (In units.)	No. (In units.)
			Steam.	Electric.									1st.	2nd.	Inter.	Third.		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
Class I Railways.																		
5′ 6″ gauge . .	5,331	69	137,869,737	2,116,352	1	7	(a)13	1,160	93	9,188	69	9,381 *	23,123 **	43,070 **	61,047 **	638,584 **	3,553 *	1,157 *
3′ 3⅜″ gauge . .	2,654	4	40,371,127	41,600	4	232	7	623	24	1,031	38	7,278 *	11,492 **	13,947 **	13,729 **	352,563 **	1,608 *	641 *
	Number.				Number.													
2′ 6″ and 2′ 0″ gauges	283				6		(a)7	280	1	16	13	867 *	970 **	1,349 **	1,813 **	26,431 **	88 *	40 *
Class II Railways.																		
3′ 3⅜″ gauge . .	304				10		§6	..	..	..	..	1,119 *	1,513 **	2,676 **	926 **	41,877 **	242 *	83 *
2′ 6″ and 2′ 0″ gauges	132				5		(b)7	..	..	..	..	597 *	354 **	800 **	84 **	16,140 **	42 *	22 *
Class III Railways.																		
3′ 3⅜″ gauge . .	16				..		..	..	..	..	.	61 *	38 **	72 **	64 **	2,836 **	14 *	3 *
2′ 6″ and 2′ 0″ gauges	143				19		1	..	..	..	..	572 *	543 **	481 **	1,528 **	14,253 **	61 *	13 *

IX.—Summary of net additions to or reduction

Classification.	Locomotives.				Rail motors.		Steam coaches.		†Electric motor coaches.		Coaching vehicles. Excluding vehicles used exclusively on Railway Service.					Other vehicles including brake vans.	Railway Service vehicles (including officers' carriages).
											Passenger carriages.						
	Steam No.	Electric No.	Total tractive effort in lbs.		No.	Seats.	No.	Seats.	No. (In units.)	Seats.	No. (In units.)	Seats.				No. (In units.)	No. (In units.)
			Steam.	Electric.								1st.	2nd.	Inter.	Third.		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
Class I Railways.																	
5′ 6″ gauge . .	—91	..	—1,567,359	..	..	..	§1	55	..	..	*—92	—324 **	—1,257 **	—770 **	—8,262 **	29	—7
3′ 3⅜″ gauge . .	—16	—2	—101,796	..	1	12	..	..	..	..	*—228	682 **	—1,205 **	473 **	—8,702 **	80	50
	Number.				Number.												
2′ 6″ and 2′ 0″ gauges	—2				..		§1	58	..	..	—4	—131	—95	—19	404	—3	—4
Class II Railways.																	
3′ 3⅜″ gauge . .	19				1		§2	..	..	..	110	122	189	4	3,209	17	4
2′ 6″ and 2′ 0″ gauges	..				..		..	..	..	..	..	10	8	..	—46	—5	..
Class III Railways.																	
3′ 3⅜″ gauge . .	—7				..		..	..	..	..	—12	—5	—51	—24	—249	—7	—2
2′ 6″ and 2′ 0″ gauges	—1				1		..	..	..	..	7	—26	27	107	282	2	..
By gauges.																	
5′ 6″ gauge . .	—91	..	—1,567,359	..	..		§1	55	..	..	*—92	—324 **	—1,257 **	—770 **	—8,262 **	29	—7
	Number.																
3′ 3⅜″ gauge . .	—6				2		§2	..	..	..	—130	799	—1,067	453	—5,742	90	52
2′ 6″ and 2′ 0″ gauges	—3				1		§1	58	..	..	3	—147	—60	88	640	—6	—4

* Excludes Military cars, Dining cars, Saloons (Royal and State) and reserved carriages for the public which are included in columns 18 and 17 respectively in Summaries VIII and IX.

† Motor Coach composites.

(a) Includes 1 Internal Combustion Coach.

(b) Includes 4 Internal Combustion Coaches.

** Exclude seating accommodation of vehicles referred to at (*) above.

§ Internal Combustion Coaches.

actual stock running on 31st March 1937. [For details see Statement 10, pages 79—88 and Statement 34, pages 213—214.]

GOODS WAGONS — Excluding vehicles used exclusively on Railway Service							Railway Service Vehicles including inspection trollies, travelling cranes and their dummy trucks.	Road Motors.	Classification.
Covered wagons.		Open wagons, high sided.		Open wagons, low sided.		Special wagons including brake vans.			
No. (In units.)	Total capacity in tons.	No. (In units.)	Total capacity in tons.	No. (In units.)	Total capacity in tons.	No. (In units.)	No. (In units.)	No.	
20	21	22	23	24	25	26	27	28	29
93,807	1,968,924	38,130	826,640	4,350	97,167	12,032	3,980	111	Class I Railways. 5′ 6″ gauge.
46,710	613,524	2,975	47,049	4,353	62,142	6,439	3,832	10	3′ 3⅜″ gauge.
			Number. 3,452				126	..	2′ 6″ and 2′ 0″ gauges.
									Class II Railways.
			7,142				188	1	3′ 3⅜″ gauge.
			2,280				50	..	2′ 6″ and 2′ 0″ gauges.
									Class III Railways.
			84				..	..	3′ 3⅜″ gauge.
			1,508				41	..	2′ 6″ and 2′ 0″ gauges.

in Equipment during the year 1936-37. [For details, see Statement 11, pages 90—91 and Statement 35, page 215.]

GOODS WAGONS. — Excluding vehicles used exclusively on Railway Service.					Railway Service Vehicles including inspection trollies, travelling cranes & their dummy trucks.	Road Motors.	Classification.
Covered wagons.		Open wagons.		Special wagons including brake vans.			
No. (In units.)	Total capacity in tons.	No. (In units.)	Total capacity in tons.	No. (In units.)	No. (In units.)	No.	
19	20	21	22	23	24	25	26
—870	—23,585	—151	—2,826	—34	9	‡3	Class I Railways. 5′ 6″ gauge.
—285	—258	—126	31	104	—145	3	3′ 3⅜″ gauge.
		Number. —2			—1	..	2′ 6″ and 2′ 0″ gauges.
							Class II Railways.
		340			11	1	3′ 3⅜″ gauge.
		—195			2	..	2′ 6″ and 2′ 0″ gauges.
							Class III Railways.
		—321			—12	..	3′ 3⅜″ gauge.
		—1			—12	..	2′ 6″ and 2′ 0″ gauges.
							By gauges.
—870	—23,585	—151	—2 826	—34	9	‡3	5′ 6″ gauge.
		Total Number —288			—146	4	3′ 3⅜″ gauge.
		—198			—11	..	2′ 6″ and 2′ 0″ gauges.

‡ See footnote (†) on page 91 in this connection.

X.—Summary of Passenger and Goods Revenue

Headings.	Class I Railways.		Class II Railways.		Class III Railways.	
	1935-36.	1936-37.	*1935-36.*	1936-37.	*1935-36.*	1936-37.
1	2	3	4	5	6	7
1. Number of Passengers (in hundreds)—						
1st class . . . . . No.	*460,1*	473,4	*17,2*	16,9	*12,6*	12,4
2nd class . . . . . „	*4,955,8*	4,760,5	*210,8*	217,3	*26,0*	23,9
Inter class . . . . . „	*10,573,0*	11,227,3	*76,5*	69,0	*172,1*	171,8
3rd Class . . . . . „	*473,105,1*	477,135,8	*27,808,4*	28,971,8	*9,425,3*	8,998,5
Total (*a*) . „	*489,094,0*	493,597,0	*28,112,9*	29,275,3	*9,636,0*	9,206,6
2. Passenger miles (in thousands)—						
1st class . . . . . Miles	*82,774*	85,562	*844*	855	*347*	314
2nd class . . . . . „	*323,620*	327,174	*9,266*	9,314	*763*	664
Inter class . . . . . „	*501,495*	529,212	*2,245*	1,945	*2,344*	2,385
3rd class . . . . . „	*16,445,405*	16,494,729	*637,105*	675,676	**148,141*	142,829
Total . „	*17,353,294*	17,436,677	*649,460*	687,790	**151,595*	146,192
3. Average miles a passenger was carried—						
1st class . . . . . Miles	*179·9*	180·7	*49·1*	50·6	*27·5*	25·3
2nd class . . . . . „	*65·3*	68·7	*43·9*	42·8	*29·3*	27·8
Inter class . . . . . „	*47·4*	47·1	*29·3*	28·2	*13·6*	13·9
3rd class . . . . . „	*34·8*	34·6	*22·9*	23·3	*15·7*	15·9
Total . „	*35·5*	35·3	*23·1*	23·5	*15·7*	15·9
4. Earnings from passengers carried (in thousands of rupees)—						
1st class . . . . . Rs.	*76,74*	79,92	*93*	97	*29*	26
2nd class . . . . . „	*1,40,77*	1,41,86	*4,39*	4,57	*64*	62
Inter class . . . . . „	*1,09,98*	1,13,30	*66*	56	*71*	68
3rd class . . . . . „	*25,67,47*	25,33,35	*1,22,51*	1,28,15	*30,59*	28,96
Total . „	*28,94,96*	28,68,43	*1,28,49*	1,34,25	*32,23*	30,52
5. Average rate charged per passenger per mile (in pies)—						
1st class . . . . . Pies.	*17·8*	17·9	*21·2*	21·8	*16·0*	15·9
2nd class . . . . . „	*8·35*	8·32	*9·10*	9·42	*16·1*	17·9
Inter class . . . . . „	*4·21*	4·11	*5·64*	5·53	*5·82*	5·48
3rd class . . . . . „	*3·00*	2·95	*3·69*	3·64	**3·96*	3·89
Total . „	*3·20*	3·16	*3·80*	3·75	**4·08*	4·01
6. Tons of goods carried (in thousands) (*b*) .	*109,651*	110,598	*4,839*	4,898	*1,016*	9·11
7. Net ton-miles (in thousands) . . .	*20,295,579*	21,172,091	*230,757*	235,572	*27,348*	27,795
8. Average miles a ton of goods was carried .	*185*	191	*47·7*	48·1	*26·9*	30·5
9. Earnings from goods carried (in thousands of rupees). .	*62,93,42*	68,00,18	*1,56,98*	1,60,04	*18,53*	19,21
10. Average rate charged for carrying a ton of goods one mile . . . Pies.	*5·95*	6·17	*13·1*	13·0	*13·0*	13·3

(*a*) } See remarks on page 13.
(*b*) }

* Revised figures.

[*For details, see Statements 12, 13 and 36, pages 92—111 and 216—221.*]

Statistics for the years 1935-36 and 1936-37.

5′ 6″ gauge.		3′ 3⅜″ gauge.		2′ 6″ and 2′ 0″ gauges.		All Railways.		Headings.
1935-36.	1936-37.	*1935-36.*	1936-37.	*1935-36.*	1936-37.	*1935-36.*	1936-37.	
8	9	10	11	12	13	14	15	16
								1. Number of Passengers (in hundreds)—
333,8	336,2	*136,8*	146,6	*19,3*	19,9	*384,4*	403,4	1st class . . . No.
3,841,4	3,680,3	*1,259,8*	1,223,6	*91,4*	98,1	*4,762,9*	4,589,8	2nd class . . . "
9,139,5	9,573,6	*1,408,7*	1,619,4	*273,4*	275,1	*10,468,6*	11,085,2	Inter class . . "
302,482,6	303,479,4	*185,394,6*	189,148,0	*22,461,6*	22,478,7	*488,075,4*	493,835,1	3rd class . . . "
315,797,3	317,069,5	*188,199,9*	192,137,6	*22,845,7*	22,871,8	*503,691,3*	509,918,5	TOTAL (*a*) . "
								2. Passenger miles (in thousands)—
68,888	70,839	*14,292*	15,191	*785*	701	*83,965*	86,731	1st class . . . Miles.
249,069	250,569	*81,475*	83,154	*3,105*	3,429	*333,649*	337,152	2nd class . . . "
435,360	454,374	*65,194*	73,717	*5,530*	5,451	*506,084*	533,542	Inter class . . "
11,180,393	11,144,030	*5,638,586*	5,769,753	*411,672*	399,451	**17,230,651*	17,313,234	3rd class . . . "
11,933,710	11,919,812	*5,799,547*	5,941,815	*421,092*	409,032	**18,154,349*	18,270,659	TOTAL . "
								3. Average miles a passenger was carried—
206.4	210·7	*104·5*	103·6	*40·7*	35·2	*218·4*	212·4	1st class . . . Miles.
64·8	68·1	*64·7*	68·0	*34·0*	35·0	*70·1*	73·5	2nd class . . . "
47·6	47·5	*46·3*	45·5	*20·2*	19·8	*48·3*	48·1	Inter class . . "
37·0	36·7	*30·4*	30·5	*18·3*	17·8	*35·3*	35·1	3rd class . . . "
37·8	37·6	*30·8*	30·9	*18·4*	17·9	*36·0*	35·8	TOTAL . "
								4. Earnings from passengers carried (in thousands of rupees)—
62,46	64,99	*14,61*	15,23	*89*	93	*77,96*	81,15	1st class . . . Rs.
1,08,34	1,09,80	*35,16*	34,92	*2,30*	2,33	*1,45,80*	1,47,05	2nd class . . . "
94,99	96,97	*14,63*	15,89	*1,73*	1,68	*1,11,35*	1,14,54	Inter class . . "
17,30,44	17,03,25	*9,07,82*	9,09,01	*82,31*	78,20	*27,20,57*	26,90,46	3rd class . . . "
19,96,23	19,75,01	*9,72,22*	9,75,05	*87,23*	83,14	*30,55,68*	30,33,20	TOTAL . "
								5. Average rate charged per passenger per mile (in pies)—
17·4	17·6	*19·6*	19·3	*21·8*	25·5	*17·8*	18·0	1st class . . . Pies.
**8·35*	8·41	*8·29*	8·06	*14·2*	13·0	*8·39*	8·37	2nd class. . . "
4·19	4·10	*4·31*	4·14	*6·01*	5·92	*4·22*	4·12	Inter class . . "
2·97	2·93	*3·09*	3·02	*3·84*	3·76	*3·03*	2·98	3rd class . . "
3·21	3·18	*3·22*	3·15	*3·98*	3·90	*3·23*	3·19	TOTAL . "
81,706	81,779	*30,363*	31,044	*3,437*	3,584	*86,932*	86,263	6. Tons of goods carried (in thousands)(*b*).
16,702,028	17,351,015	*3,718,827*	3,943,592	*132,829*	140,851	*20,553,684*	21,435,458	7. Net ton-miles (in thousands).
204	212	*122·5*	127·0	*38·6*	39·3	*236·4*	248·5	8. Average miles a ton of goods was carried.
47,74,82	51,58,32	*15,93,44*	17,15,12	*1,00,67*	1,05,99	*64,68,93*	69,79,43	9. Earnings from goods carried (in thousands of rupees).
5·49	5·71	*8·23*	8·35	*14·6*	14·4	*6·04*	6·25	10. Average rate charged for carrying a ton of goods one mile. Pies.

(*a*) Columns 2 to 7 represent the total of passengers carried on individual railways, and columns 8 to 13 the total of number carried on individual gauges on all railways treating in both cases the passengers travelling over two or more gauges or two or more railways as having performed two or more journeys. Columns 14 and 15 represent the number originating on all railways irrespective of the number of railways or gauges travelled over by each passenger.

(*b*) The above remarks apply to tons carried also.

* Revised figures.

[For details, see Statement 5, pages 43—47 and Statement 14, pages 113—115

XI.—Summary of Revenue Earnings and Expenses rated against selected units, by Classes and Gauges for the years 1935-36 and 1936-37.

NOTE.—Please see notes under the headings of statement No. 14.

Class or Gauge.	Year.	Net earnings.			Working expenses.*			Gross earnings.			
		Total (in thousands).	Per train mile.	Per mean mile worked.	Total (in thousands).	Per train mile.	Per mean mile worked per week.	Total (in thousands).	Per train mile.	Per mean mile worked.	Per mean mile worked per week.
1	2	3	4	5	6	7	8	9	10	11	12
		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
					By classes of railways.						
Class I Railways	*1935-36*	*33,81,62*	‡*1·94*	‡*8,695*	*66,37,41*	‡*3·79*	‡*325*	*1,00,19,03*	*5·73*	*25,703*	*492*
	1936-37	36,88,32	2·06	9,533	67,47,05	3·74	333	1,04,35,37	5·80	26,873	515
Class II Railways	*1935-36*	*1,10,36*	*1·54*	*3,085*	*1,98,66*	*2·77*	*106*	*3,09,02*	*4·31*	*8,635*	*165*
	1936-37	1,14,90	1·50	3,007	2,03,69	2·66	102	3,18,59	4·16	8,334	160
§Class III Railways	*1935-36*	*13,37*	*0·54*	*1,095*	*43,58*	*1·76*	*69*	*56,95*	*2·29*	*4,664*	*89*
	1936-37	11,35	0·44	987	43,86	1·71	73	55,21	2·15	4,801	92
					By gauges.						
5′ 6″ Gauge	*1935-36*	*24,99,99*	*2·16*	*11,589*	*49,22,60*	*4·25*	*436*	*74,22,59*	*6·42*	*34,362*	*657*
	1936-37	27,52,64	2·34	12,757	49,81,24	4·22	442	77,33,88	6·56	35,802	687
3′ 3½″ Gauge	*1935-36*	*10,04,00*	‡*1·67*	‡*5,575*	*17,51,18*	‡*2·90*	‡*185*	*27,55,18*	*4·57*	*15,219*	*291*
	1936-37	10,62,39	1·69	5,920	18,05,00	2·83	190	28,67,39	4·52	15,815	303
§2′ 6″ and 2′ 0″ Gauges.	*1935-36*	*1,36*	*0·02*	*33*	*2,05,87*	*2·60*	*95*	*2,07,23*	*2·62*	*4,987*	*95*
	1936-37	—46	—0·01	—11	2,08,36	2·53	96	2,07,90	2·53	5,002	96
					Total all railways.						
†TOTAL	*1935-36*	*35,05,35*	‡*1·97*	‡*8,022*	*68,79,65*	‡*3·85*	‡*300*	*1,03,85,00*	*5·82*	*23,714*	*464*
	1936-37	38,14,57	2·08	8,736	69,94,60	3·80	305	1,08,09,17	5·89	24,668	473

* Includes Replacement and Renewal or contribution to Depreciation Reserve Fund, as the case may be.

† The difference between these totals and those shown in Summary V consists of "other items not included in the preceding heads" included in the latter.

‡ Revised Figures.

§ Does not include Jessore-Jhenidah Railway (2′ 6″ gauge), as it has been closed to all kinds of traffic from 1-5-36.

[*For details, see Statement 17, pages 120—125 and Statement 37, pages 222—226.*]

XII.—Summary of Train and Engine Mileage for the years 1935-36 and 1936-37. (In thousands of miles.)

Particulars.		Year	Train Miles.				Shunting and other Engine Miles.			Total engine miles. (Co's. 6+9).
			‡ Passenger.	‡ Goods.	‡ Mixed.	Total (including departmental).	Shunting.	*Miscellaneous.	Total. (Cols. 7+8).	
1		2	3	4	5	6	7	8	9	10
						By classes of railways.				
Class I Railways	Steam	*1935-36*	*81,457*	*50,298*	*29,087*	*165,882*	*26,068*	*13,898*	*39,966*	*205,848*
		1936-37	83,551	53,865	28,476	170,622	26,912	14,094	41,006	211,628
	†Electric	*1935-36*	*1,544*	*566*	*Nil*	*2,144*	*180*	*308*	*488*	*2,632*
		1936-37	1,418	587	Nil	2,033	208	307	515	2,548
Class II Railways (a)	Steam	*1935-36*	*1,682*	*762*	*4,617*	*7,165*	*1,330*	*167*	*1,497*	*8,662*
		1936-37	1,923	785	4,825	7,660	1,407	173	1,580	9,240
Class III Railways ‖ §	Steam	*1935-36*	*542*	*163*	*1,746*	*2,486*	*238*	*245*	*483*	*2,969*
		1936-37	692	206	1,635	2,571	244	248	492	3,063
						By gauges.				
5′ 6″ gauge	Steam	*1935-36*	*57,203*	*37,070*	*10,831*	*108,057*	*17,648*	*10,695*	*28,343*	*136,400*
		1936-37	56,938	39,162	11,168	109,977	18,125	10,649	28,774	138,751
	†Electric	*1935-36*	*1,544*	*566*	*Nil*	*2,144*	*180*	*308*	*488*	*2,632*
		1936-37	1,418	587	Nil	2,033	208	307	515	2,548
3′ 3½″ gauge	Steam	*1935-36*	*24,780*	*12,998*	*19,680*	*59,557*	*8,938*	*3,201*	*12,139*	*71,696*
		1936-37	27,214	14,473	18,920	62,648	9,375	3,460	12,835	75,483
2′ 6″ and 2′ 0″ gauge ‖ §	Steam	*1935-36*	*1,698*	*1,155*	*4,939*	*7,919*	*1,050*	*414*	*1,464*	*9,383*
		1936-37	2,014	1,221	4,848	8,228	1,063	406	1,469	9,697
						Total all railways				
Total	Steam	*1935-36*	*83,681*	*51,223*	*35,450*	*175,533*	*27,636*	*14,310*	*41,946*	*217,479*
		1936 37	86,166	54,856	34,936	180,853	28,563	14,515	43,078	223,931
	†Electric	*1935-36*	*1,544*	*566*	*Nil*	*2,144*	*180*	*308*	*488*	*2,632*
		1936-37	1,418	587	Nil	2,033	208	307	515	2,548

* Includes light, assisting required, assisting not required, siding and departmental.
† Other than electric multiple unit suburban trains.
‡ Excluding departmental.
‖ The figures for Jorhat (Provincial) Railway have not been included as the information is not available.
§ The figures for Jessore-Jhenidah Railway have not been included during 1935-36 as the information is not available. The Railway has since, during 1936-37, been closed to all kinds of public traffic from the 1st May 1936.
(a) Includes figures for Jaipur State and Porbandar State Railways for 1936-37, which were formerly included under Class I (B., B. & C. I. Railway) and Class III Railways, respectively.

XIII.—Summary of Selected Operating Statistics of Class I Railways, by Gauges, for the year ended 31st March 1937.

Particulars.			5′ 6″ Gauge.	3′ 3⅜″ Gauge.	2′ 6″ and 2′ 0″ Gauges.
1.* *Coaching vehicle miles—(In thousands)*			1,017,714	554,059	39,379
2.* *Wagon miles*—(In thousands)					
2·01 Loaded			1,358,302	515,309	22,173
2·02 Total (excluding brake vans)			1,976,074	709,472	32,196
2·03 Percentage loaded of total			68·7	72·6	68·9
3.* Net or freight ton miles (In thousands)		Steam	16,780,056	3,571,918	80,862
		Electric‡	268,457	..	..
4. *Gross ton miles (including weight of engine)*—(In thousands)					
4·01 Passenger and proportion of mixed.	Excluding departmental	Steam	25,563,688	7,572,348	325,378
		Electric‡	668,585	..	..
	Including departmental	Steam	25,709,727	7,661,042	325,969
		Electric‡	669,291	..	..
4·02 Goods and proportion of mixed.	Excluding departmental	Steam	40,592,362	8,650,078	280,781
		Electric‡	671,367	..	..
	Including departmental	Steam	41,875,856	9,165,716	297,729
		Electric‡	680,903	..	..
5.* *Vehicle and Wagon Usage*—					
5·01 Vehicle Miles per vehicle day (in terms of 4-wheelers)			130	107	4·5
5·02 Wagon miles per wagon day (in terms of 4-wheelers)			37·0	28·9	14·4
5·03 Net miles per wagon day (in terms of 4-wheelers)			324	150	37
5·04 Average wagon load (Total traffic) (in terms of 4-wheelers)			12·6	6·93	3·64
6.* *Average speed of goods trains—Three miles per train engine hour*—					
Through Goods trains [excluding van goods and shunting (pick up) trains]— 6·01 Main lines		Steam	§	§	..
		Electric‡	19·3	..	..
6·02 Branch lines			§	§	..
6·03 Total		Steam	§	§	..
		Electric‡	19·3	..	..
All Goods trains— 6·04 Main lines		Steam	17·8	11·2	..
		Electric‡	15·1	..	..
6·05 Branch lines			10·7	10·8	..
6·06 Total		Steam	11·5	11·1	9·02
		Electric‡	15·1	..	..
7.* *Average trains road*—					
Passengers— 7·01 Number of vehicles		Steam	16	15	..
		Electric‡	19	..	..
Passenger and proportion of mixed— 7·02 Gross weight (including weight or engine)		Steam	399	222	..
		Electric‡	472	..	..
Goods— 7·03 Main lines—Loaded wagons		Steam	35	32	..
		Electric‡	43	..	..
7·04 Main lines—Total		Steam	51	45	..
		Electric‡	54	..	..
7·05 Percentage loaded of total		Steam	68·8	72·2	..
		Electric‡	79 1	..	..

* Excluding Departmental.
‡ Excluding Electric Multiple Unit Suburban trains.
§ Figures not available.

Particulars.		5' 6" Gauge.	3' 3½" Gauge.	2' 6" and 2' 0" Gauges.
Average train load—concld.				
Goods—*contd.*				
7·06 Branch lines—Loaded wagons		26	22	..
7·07 Branch lines—Total		37	31	..
7·08 Percentage loaded of total		65·9	72·0	..
Main and Branch Lines—				
Goods and proportion and mixed—				
7·09 Net or freight weight	Steam	389	175	48
	Electric‡	457	..	..
7·10 Gross weight (*including* weight of engine)	Steam	940	424	168
	Electric‡	1,137	..	..
7·11 Gross weight (*excluding* weight of engine)	Steam	823	360	120
	Electric‡	999	..	..
8. *Light Running*—				
Light engine miles per 100 rain miles—				
8·01 Passenger and proportion of mixed		1·81	0·77	..
8·02 Goods and proportion of mixed		5·99	2·79	..
Light and assisting not required miles per 100 train miles—				
8·03 Passenger and proportion of mixed		2·29	1·00	..
1·04 Goods and proportion of mixed		7·02	3·80	..
9.* *Shunting*—				
Shunting miles per 100 train miles—				
9·01 Passenger and proportion of mixed		5·15	4·54	..
9·02 Goods and proportion of mixed		34·2	32·4	..
9·03 Wagon miles per shunting engine hour		660	536	..
10. *Efficiency*—				
10·01 Wagon* miles per engine hour (including departmental)		227	180	..
10·02 Net* ton miles per engine hour (including departmental)		1,955	904	..
10·03 Gross ton miles (including weight of engine, but excluding departmental) per engine hour (including departmental).		4,879	2,321	..
11. *Engines and Engine Usage*—				
11·01 Average authorised stock	Steam	5,513	2,654	286
	Electric‡	65	..	..
11·02 Average total number on line	Steam	5,377	2,649	280
	Electric‡	65	..	..
11·03 Average number available for use	Steam	4,400	2,313	228
	Electric‡	55	..	..
11·04 Engine miles per day per engine on line (including departmental).	Steam	71	71	49
	Electric‡	107	..	..
11·05 Net* ton miles per goods locomotive day on line (including departmental).	Steam	14,131	7,012	1,634
	Electric‡	26,590	..	..
11·06 Net* ton miles per goods locomotive day in use	Steam	24,112	11,873	3,171
	Electric‡	37,568	..	..

*Excluding departmental.
‡Excluding Electric Multiple Unit Suburban trains.

Particulars.		5′ 6″ Gauge.	3′ 3½″ Gauge.	2′ 6″ & 2′ 0″ Gauges.
12. *Density (including departmental)*—				
12·01 Passenger miles per running track mile per annum		479,025	354,976	78,011
12·02 Passenger miles per route mile per annum		562,338	361,779	78,011
12·03 Net ton miles per running track mile per annum		697,291	248,189	38,229
12·04 Net ton miles per route mile per annum		818,564	252,946	38,229
12·05 Gross ton miles (including weight of engine) per running track mile per annum.		2,770,343	1,117,729	281,379
12·06 Gross ton miles (including weight of engine) per route mile per annum.		3,252,165	1,139,151	281,379
12·07 Train miles per running track mile per day		12·3	10·3	5·20
13. *Repair of Rolling stock*—				
Engines (*including departmental*)—				
Average number under or awaiting repair (daily)—				
In Mechanical workshops—				
13·01 Number	Steam	295	102	16
	Electric‡	4	*Nil*	*Nil*
13·02 Percentage of item 13·01 to average number on line.	Steam	5·49	3·85	5·71
	Electric‡	6·15	*Nil*	*Nil*
In sheds and transportation workshops				
13·03 Number	Steam	674	232	38
	Electric	6	*Nil*	*Nil*
13·04 Percentage of item 13·03 to average total No. on line.	Steam	12·5	8·76	13·6
	Electric‡	9·23	*Nil*	*Nil*
Coaching Stock (excluding departmental)—				
Average number under or awaiting repairs (daily)—				
In Mechanical Workshops—				
13·05 Passenger carriages		790	485	59
13·06 Other coaching vehicles		260	74	9
13·07 Percentage of item 13·05 to average total No. on line		8·58	6·76	6·79
13·08 Percentage of item 13·06 to average total No. on line		8·09	6·06	10·6
In sick lines and transportation Workshops—				
13·09 Passenger carriages		273	76	30
13·10 Other coaching vehicles		94	12	5
13·11 Percentage of item 13·09 to average total number on line		2·97	1·06	3·45
13·12 Percentage of item 13·10 to average total number on line		2·92	0·98	5·88
Goods Stock (excluding departmental)—				
Average number of unserviceable wagons daily—				
In Mechanical Workshops—				
13·13 Number		2,086	549	29
13·14 Percentage of item 13·13 to average No. on line		1·45	0·84	0·48
In sick lines and transportation Workshops—				
13·15 Number		11,623	1,547	275
13·16 Percentage of item 13·15 to average number on line		8·08	2·38	4·54
Hot boxes—				
13·17 Coaching vehicles—Number. (Monthly)		42	67	..
13·18 Wagon—Number. (Monthly)		1,109	564	8

‡Excluding Electric Multiple Unit Suburban trains.

Particulars.	5′ 6″ Gauge.	3′ 3½″ Gauge.	2′ 6″ & 2′ 0″ Gauges.
14. *Coal consumption for locomotive services—*			
Number of tons of fuel consumed (including departmental)—			
14·01 Foreign coal	*Nil*	*Nil*	*Nil*
14·02 Indian coal	5,025,144	1,340,514	125,567
14·03 Wood	4,248	15,690	161
14·04 Oil fuel	49,114	9	36
14·05 Total‡ (in terms of coal)	5,116,140	1,346,807	125,696
14·06* Total net tons of coal consumed—Passenger and Mixed	2,086,696	752,459	83,440
14·07* Total net tons of coal consumed—Goods service	2,269,877	402,215	28,832
14·08* Total net tons of Shunting (including siding)	551,695	115,395	9,049
14·09 Total net tons of Departmental	166,782	56,143	3,195
14·10 Total tons of coal used on steam coaches	1,270	761	524
14·11 Total tons of coal used on Internal Combustion coaches	227	*Nil*	66
14·12 Total tons of coal used on Locomotive on other miscellaneous services.	39,593	19,834	590
14·13 Total tons of coal used on all locomotive Services	5,116,140	1,346,807	125,696
14·14* Lbs. per engine mile (shunting including siding)	68·7	35·7	(*a*)
Lbs. of coal consumed per 1,000 gross ton miles (including weight of engines)—			
14·15* Passenger and proportion of mixed	169·1	180·7	402·2
14·16* Goods and proportion of mixed	130·9	137·4	394·9
15. *Oil consumption—*			
Lubricating oil used on engines (excluding shunting, siding and departmental)—			
15·01 Total pints (Passenger and Mixed)	6,085,869	2,374,808	299,835 (*b*)
15·02 Total pints (Goods trains)	4,114,916	975,836	
15·03 Pints per 100 engine miles (Passenger and Mixed)	8·45	5·65	6·05 (*b*)
15·04 Pints per 100 engine miles (Goods)	9·06	6·34	
Lubricating oil used on coaching, goods and departmental vehicles—			
15·05 Total pints	4,662,743	1,697,907	(*a*)
15·06 Pints per 1,000 vehicle miles	1·47	1·24	(*a*)

* Excluding Departmental.
‡ 2½ tons of wood—1 ton of coal.
0·55 ton of oil fuel—1 ton of coal.
(*a*) Not published.
(*b*) Including departmental.

SECTION B.

FINANCIAL AND STATISTICAL STATEMENTS.

FINANCIAL STATEMENTS.

1.—Statement of Net Revenue Receipts of State-owned Railways for the year 1936-37 and of the per Government after meeting all charges against the

NOTE :—Please see note under heading

Class and name of Railway.	Capital at charge on 31st March 1937.	Net Revenue Receipts.	Percentage of net Revenue Receipts on Capital at charge. $\left(\frac{\text{Col. 3} \times 100}{\text{Col. 2}}\right)$
1	2	3	4
Central.			
State Lines worked by the State.			
1. Aden	..	..	..
2. Eastern Bengal	51,48,09	1,15,49	2·24
3. East Indian (including South Bihar)	1,47,70,09	7,62,06	5·16
4. North Western (Commercial) including Delhi (New Capital) Railways Works Scheme.	1,13,04,69	5,99,58	5·30
5. North Western (Military)	33,79,67	—62,64	—1·85
6. Great Indian Peninsula	1,14,57,77	4,64,54	4·05
7. Coal Department	1,86,67	..	..
8. Burma	34,69,13	1,05,52	3·04
9. TOTAL	4,97,16,11	19,84,55	3·99
State Lines worked by Companies or Indian States.			
10. Assam-Bengal	23,86,93	16,94	0·71
11. Bengal-Nagpur	77,83,53	1,71,04	2·20
12. Bezwada Extention including D. K. extension (N. S.)	45,57	4,28	9·39
13. Bombay, Baroda and Central India	73,77,60	5,06,15	6·86
14. Jodhpur-Hyderabad (British Section) (Jodhpur)	1,15,67	14,55	12·58
15. Lucknow-Bareilly (R. & K.)	2,54,43	21,11	8·30
16. Madras and Southern Mahratta	53,30,57	2,41,93	4·54
17. South Indian	43,73,25	1,64,40	3·60
18. Travancore (British Section) (S. I.)	54,91		
19. Travancore (Indian State Section) (S. I.)	1,39,38		
20. Tirhoot (B. & N. W.)	10,01,09	79,52	7·94
21. Railway Clearing Accounts	..	10	..
22. Contribution to Depreciation Reserve Fund (miscellaneous)	..	—8,34	..
23. TOTAL	2,88,62,93	12,11,68	4·20
Miscellaneous items.			
24. Abandoned Projects, etc.	32,26	..	..
25. Other miscellaneous items	2,76,56	..	..
26. Deduct—Interest during construction	..	..	..
27. TOTAL	3,08,82	..	..
28. **Total Central**	7,88,87,86	31,96,23	4·05
Provincial.			
29. Assam (Jorhat)	13,22	..	..
30. United Provinces (Distillery siding)	1,39	..	..
31. **Total Provincial**	14,61	..	..
32. **Grand Total**	7,89,02,47	31,96,23	4·05

centage of those figures on the Capital at Charge, on 31st March 1937 also of the net gain or loss to net Revenue Receipts. *(In thousands of rupees.)*

of statement No. 2 (a) and 3.

Charges against net Revenue Receipts.			Net gain or loss to Government, difference between columns (3) and (7).		Percentage of gain or loss on Capital at charge. Col. 8 or 9 × 100 / Column 2	Class and name of Railways.
Payment on account of share of surplus profits and of net Revenue Receipts.	Interest payments.	Total charges.	Gain.	Loss.		
5	6	7	8	9	10	11
						Central.
						State Lines worked by the State.
..	..	..	..	..	..	1. Aden.
..	1,94,21	1,94,21	..	78,72	—1·53	2. Eastern Bengal.
..	5,87,32	5,87,32	1,74,74	..	1·18	3. East Indian (including South Bihar).
..	4,46,13	4,46,13	1,53,45	..	1·36	4. North Western (Commercial) including Delhi (New Capital) Rlys. Works Scheme.
..	1,33,79	1,33,79	..	1,96,43	—5·81	5. North Western (Military).
..	4,18,84	4,18,84	45,70	..	0·40	6. Great Indian Peninsula.
..	8,26	8,26	..	8,26	—4·42	7. Coal Department.
..	1,41,90	1,41,90	..	36,38	—1·05	8. Burma.
..	19,30,45	19,30,45	54,10	..	0·11	9. Total.
						State Lines worked by Companies or Indian States.
..	91,72	91,72	..	74,78	—3·08	10. Assam-Bengal.
..	3,22,78	3,22,78	..	1,51,74	—1·95	11. Bengal-Nagpur.
..	1,86	1,86	2,42	..	5·31	12. Bezwada Extension including D. K extension (N. S.).
16,52	2,73,68	2,90,20	2,15,95	..	2·93	13. Bombay, Baroda and Central India.
..	4,82	4,82	9,73	..	8·41	14. Jodhpur-Hyderabad (British Section) (Jodhpur).
1,55	9,34	10,89	10,22	..	4·02	15. Lucknow-Bareilly (R. & K.).
19,39	2,25,09	2,44,48	..	2,55	—0·05	16. Madras and Southern Mahratta.
3,61	1,69,80	1,75,03	..	10,63	—0·23	17. South Indian.
..	61					18. Travancore (British Section) (S. I.).
..	1,01					19. Travancore (Indian State Section) (S. I.).
1,36	37,65	39,01	40,51	..	4·05	20. Tirhoot (B. & N. W.).
..	..	..	10	..	..	21. Railway Clearing Accounts.
..	..	..	..	8,34	..	22. Contribution to Depreciation Reserve Fund (miscellaneous.)
42,43	11,38,36	11,80,79	30,89	..	0·11	23. Total.
						Miscellaneous Items.
..	1,07	1,07	..	1,07	—3·32	24. Abandoned Projects, etc.
..	11,58	11,58	..	11,58	—4·16	25. Other miscellaneous items.
..	15	15	..	—15	..	26. Deduct—Interest during construction.
..	12,50	12,50	..	12,50	—4·02	27. Total.
42,43	30,81,31	31,23,74	*72,49	..	0·09	28. **Total Central.**
						Provincial.
..	6	6	..	6	—4·55	29. Assam (Jorhat).
..	44	44	..	44	—3·31	30. United Provinces (Distillery siding).
..	50	50	..	50	—3·43	31. **Total Provincial.**
42,43	30,81,81	31,24,24	71,99	..	0·09	32. **Grand Total.**

*The total gain (Central) for the year is:—

	Rs.
Gain as per column 8 above	72,49
Add—Miscellaneous Railway Receipts	92,74
Government share of surplus profits from subsidized Companies	22,12
Deduct—Miscellaneous Railway expenditure	66,76
Net Gain	1,20,59

2 (a).—*Statement of Capital at Charge of State-owned*

NOTE :—Upto 1931-32 sterling liabilities involved in the purchase of Railways were converted into rupee at the statutory rates of came into being. From 1935-36 they have again been converted

Railways.	Liabilities incurred in the purchase of Railways. (Sterling converted into rupees@ 1s. 6d. to the rupee.)		Capital outlay during the Financial year from funds provided by the State.				
	During the year.	To end of the year.	Works.	Rolling Stock.	General Charges.	Stores, etc., not finally charged off in the Accounts.	Total.
1	2	3	4	5	6	7	8
Central							
I.—State Lines worked by the State.							
(i) Open Lines.							
Eastern Bengal	..	5,28,82	1,83	—5,79	1,23	—9,12	—11,85
East Indian (including South Bihar)	..	49,58,45	44,88	4,90	1,20	—6,89	44,09
Great Indian Peninsula (including Bhopal State).	..	49,00,94	—11,09	—13,17	14	—13,14	—37,26
NorthWestern (Commercial) including Delhi (New Capital) Railway Works Scheme.	..	12,59,60	7,17	—40,15	40	38,53	5,95
North Western (Military)	..	..	—11,38	—4,82	1,02	*—6,94	—22,12
Coal Department	..	..	—3,40	..	..	—88	—4,28
Burma	..	..	—1,74	—13,86	—14	—6,43	—22,17
Total I (i)	..	1,16,56,81	26,27	—72,89	3,85	—4,87	—47,64
(ii) New Constructions.							
Eastern Bengal	..	..	5	..	3	—4	4
East Indian	..	..	—31	..	4	—13	—40
Great Indian Peninsula	..	..	—20	..	..	..	—20
North Western (Commercial)	..	..	—21	..	7	—4	—18
Burma	..	..	—2	..	1	..	—1
Total I (ii)	..	..	—69	..	15	—21	—75
II.—State Lines worked by Companies or by Indian States.							
(i) Open Lines.							
†{Assam-Bengal—I	..	..	55	..	..	..	55
†{Assam-Bengal—II	..	..	31,30	—3,98	74	4,04	32,10
Bengal-Nagpur	..	..	11,81	—6,20	10	2,77	8,48
Bezwada Extension (N. S.)	..	..	2	..	..	..	2
Bombay, Baroda and Central India	..	19,40,92	18,54	—4,78	—6	—10,15	3,55
Total Companies' Lines (Open lines) Carried over	..	19,40,92	62,22	—14,96	78	—3,34	44,70

* Includes (1) Campbellpur Reserve —1 08 and (2) Frontier Railway Reserve —7,93.

† For purposes of accounting, the capital is shown in two parts in terms of the contract, with the Secretary of State dated the 26th April, 1892.

Railways on the 31st March 1937.

exchange, but in the years 1932-33 to 1934-35 they were converted at the rates of exchange prevailing in the years when the liabilities at the statutory rate of 1*s.* 6*d.* to the rupee.

(In thousands of rupees.)

Capital outlay to end of Financial year including in the case of purchased Railways expenditure incurred since purchase.					Capital at charge at the end of the Financial year. (Columns 3+13).	Railways.
Works.	Rolling Stock.	General Charges.	Stores, etc., not finally charged off in the Accounts.	Total.		
9	10	11	12	13	14	15
						Central.
						I.—State Lines worked by the State.
						(i) Open Lines.
29,76,68	11,71,47	1,89,75	59,57	43,97,47	49,26,29	Eastern Bengal.
54,15,64	35,42,62	2,44,47	1,44,21	93,46,94	1,43,05,39	East Indian (including South Bihar).
47,88,79	14,72,17	1,76,54	1,02,03	65,39,53	1,14,49,47	Great Indian Peninsula (including Bhopal State).
70,40,29	23,18,46	3,47,76	1,83,68	98,90,19	1,11,49,79	North Western (Commercial) including Delhi (New Capital). Railway Works Scheme.
26,50,77	4,83,30	1,78,57	(c) 67,03	33,79,67	33,79,67	North Western (Military).
1,81,06	..	..	5,61	1,86,67	1,86,67	Coal Department.
24,03,77	6,36,83	2,24,23	33,51	32,98,34	32,98,34	Burma.
2,54,57,00	96,24,85	13,61,32	5,95,64	3,70,38,81	4,86,95,62	Total I (i).
						(ii) New Constructions.
2,02,11	..	19,68	1	2,21,80	2,21,80	Eastern Bengal.
4,17,67	..	46,60	43	4,64,70	4,64,70	East Indian.
5,40	..	2,90	..	8,30	8,30	Great Indian Peninsula.
1,33,02	..	21,88	..	1,54,90	1,54,90	North-Western (Commercial).
1,49,92	..	20,87	..	1,70,79	1,70,79	Burma.
9,08,12	..	1,11,93	44	10,20,49	10,20,49	Total I (ii).
						II.—State Lines worked by Companies or by Indian States.
						(i) Open Lines.
97,72	..	..	..	97,72	97,72	Assam Bengal—I. †
16,22,97	4,78,26	1,69,39	18,59	22,89,21	22,89,21	Assam Bengal—II. †
47,09,45	26,11,85	3,44,99	1,15,20	77,81,49	77,81,49	Bengal Nagpur.
16,89	..	1,17	..	18,06	18,06	Bezwada Extension (N. S.).
37,42,51	14,20,18	1,89,77	84,22	54,36,68	73,77,60	Bombay, Baroda and Central India.
1,01,89,54	45,10,29	7,05,32	2,18,01	1,56,23,16	1, 75,64,08	Total Companies' Lines (Open Lines). Carried over.

Note.—The detailed distribution has been revised to agree with that shown in the monthly accounts of the various Railways.
(c) Includes (1) Campbellpur Reserve 13,64 and (2) Frontier Railway Reserve 40,97.

2 (a).—*Statement of Capital at Charge of State-owned Railways*

NOTE:—Upto 1931-32 sterling liabilitfes involved in the purchase of Railways were converted into rupee at the statutory rates of. came into being. From 1935-36 they have again been converted

(In thousands of rupees.)

RAILWAYS.	LIABILITIES INCURRED IN THE PURCHASE OF RAILWAYS (STERLING CONVERTED INTO RUPEES @ 1s. 6d. TO THE RUPEE.)		CAPITAL OUTLAY DURING THE FINANCIAL YEAR FROM FUNDS PROVIDED BY THE STATE.				
	During the year.	To end of the year.	Works.	Rolling Stock.	General Charges.	Stores, etc., not finally charged off in the Accounts.	Total.
1.	2	3	4	5	6	7	8
Total Companies' Lines (Open Lines)—Brought forward .	..	19,40,92	62,22	—14,96	78	—3,34	44.70
Jodhpur	..	..	1,95	..	..	1,29	3,24
Lucknow-Bareilly (R. & K.) .	..	..	2,29	37	..	27	2,93
Madras and Southern Mahratta (excluding Mysore State).	..	17,47,74	1,09	3,43	70	—1,38	3,84
Dhone-Kurnool (N. S.) . .	..	..	..	..	..	..	..
South Indian	..	7,63,49	13,28	5,63	15	84	19,90
Coonoor-Ootacamund (S. I.) .	..	..	3	4	..	..	7
Travancore (British Section) (S. I.)	..	..	2	23	..	..	25
Travancore (Indian State Section) (S. I.).	..	..	10	27	..	..	37
Tirhoot (B. & N. W.) . . .	..	..	5,23	—1,93	5	—2,51	84
Mashrak-Thawe Extension . .	..	..	2	..	..	..	2
TOTAL II (i) .	..	44,52,15	86,23	—6,92	1,68	—4,83	76,16
II (ii)—*New Constructions.*							
Bengal Nagpur	..	..	1	..	..	..	1
Jodhpur	..	..	63	..	1	..	64
Madras and Southern Mahratta .	..	..	..	..	..	..	..
South Indian	..	..	41	..	—9	—3	29
TOTAL II (ii) . .	..	..	1,05	..	—8	—3	94
III.—Miscellaneous Items.							
Abandoned Porjects, etc. . .	..	..	..	..	..	..	..
Controller of Railway Accounts—Account Current.	..	..	..	..	—68	..	—68
TOTAL III .	..	..	..	..	—68	..	—68
TOTAL Central I (i)—III .	..	1,61,08,96	1,12,86	—79,81	4,92	—9,94	28,03
IV.—Provincial.							
Assam (Jorhat)	..	..	..	..	..	..	..
United Provinces (Distillery Siding)	..	..	..	..	..	..	..
TOTAL IV—Provincial . .	..	..	..	..	..	..	..
GRAND TOTAL I (i)—IV .	..	1,61,08,96	1,12,86	—79,81	4,92	—9,94	80,32

on the 31st March 1937—concld.

exchange, but in the years 1932-33 to 1934-35 they were converted at the rates of exchange prevailing in the years when the liabilities at the statutory rate of 1*s.* 6*d.* to the rupee.

(In thousands of rupees.)

Capital outlay to end of financial year including in the case of purchased Railways expenditure incurred since purchase.					Capital at charge at the end of the Financial year. (Columns 3+13).	Railways.
Works.	Rolling Stock.	General Charges.	Stores, etc., not finally charged off in the Accounts.	Total.		
9	10	11	12	13	14	15
1,01,89,54	45,10,29	7,05,32	2,18,01	1,56,23,16	1,75,64,08	Total Companies' Lines (Open Lines)—Brought forward.
88,59	..	3,08	1,36	93,03	93,03	Jodhpur.
1,66,81	73,93	8,87	4,82	2,54,43	2,54,43	Lucknow-Bareilly (R. & K.).
21,82,39	9,89,37	1,52,65	53,07	33,77,48	51,25,22	Madras and Southern Mahratta (excluding Mysore State).
25,19	..	2,32	..	27,51	27,51	Dhone-Kurnool (N. S.).
17,53,10	8,27,68	1,23,26	51,38	27,55,42	35,18,91	South Indian.
29,99	19,14	3,31	..	52,44	52,44	Coonoor-Ootacamund (S. I.).
43,04	6,63	5,24	..	54,91	54,91	Travancore (British Section) (S. I.).
99,89	25,90	13,59	..	1,39,38	1,39,38	Travancore (Indian State Section)—(S. I.).
6,46,69	2,43,29	49,00	38,52	9,77,50	9,77,50	Tirhoot (B. & N. W.).
18,38	2,99	2,22	..	23,59	23,59	Mashrak-Thawe Extension.
1,52,43,61	66,99,22	10,68,86	3,67,16	2,33,78,85	2,78,31,00	Total II (*i*).
						II (*ii*)—*New Constructions.*
1,65	..	39	..	2,04	2,04	Bengal Nagpur.
21,86	..	78	..	22,64	22,64	Jodhpur.
1,88,49	..	16,86	..	2,05,35	2,05,35	Madras and Southern Mahratta.
7,39,64	..	62,26	..	8,01,90	8,01,90	South Indian.
9,51,64	..	80,29	..	10,31,93	10,31,93	Total II (*ii*).
						III.—Miscellaneous Items.
32,26	..	..	..	(*c*) 32,26	32,26	Abandoned Projects, etc.
2,43,39	..	(*d*) 33,17	..	2,76,56	2,76,56	Controller of Railway Accounts—Account Current.
2,75,65	..	33,17	..	3,08,82	3,08,82	Total III.
4,28,36,02	1,63,24,07	26,55,57	9,63,24	6,27,78,90	7,88,87,86	Total Central I (*i*)—III.
						IV.—Provincial.
7,43	4,70	41	68	13,22	13,22	Assam (Jorhat).
1,39	..	..	..	1,39	1,39	United Provinces (Distillery Siding).
8,82	4,70	41	68	14,61	14,61	Total IV.—Provincial.
4,28,44,84	1,63,28,77	26,55,98	9,63,92	6,27,93,51	7,89,02,47	Grand Total I (*i*)—IV.

Note.—The detailed distribution has been revised to agree with that shown in the monthly accounts of the various Railways.
(*c*) Distribution over minor heads is not available.
(*d*) Includes 34,88 on account of investment in share of Branch Line Companies.

2 (b).—*Statement of Capital Outlay to the end of the*

Railway.	Gauge.	Capital outlay during the year.				
		Works.	Rolling Stock.	General charges (including ferries).	Stores, etc., not finally charged off in the Accounts.	Total.
1	2	3	4	5	6	7
		Rs.	Rs.	Rs.	Rs.	Rs.
						1. BRANCH LINE COMPANIES
Open Lines.						(A) Worked by the Branch
Ahmadpur-Katwa	2′ 6″	*Nil*	*Nil*	*Nil*	—1	—1
Bankura-Damodar River	,,	16	*Nil*	*Nil*	2	18
Burdwan-Katwa	,,	11	3	*Nil*	—12	2
Futwah-Islampur	,,	10	*Nil*	*Nil*	—1	9
Kalighat-Falta	,,	2	7	*Nil*	—4	5
Total 1-(A)	..	39	10	*Nil*	—16	33
Open Lines.						(B) Worked by the
Hardwar-Dehra (E. I.)	5′ 6″	28	*Nil*	*Nil*	*Nil*	28
Chaparmukh-Silghat (A. B.)	3′ 3⅜″	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Katakhal Lalabazar (A. B.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Dasghara-Jamalpurganj (Bengal Provincial)	2′ 6″	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Total 1-(B)	..	28	*Nil*	*Nil*	*Nil*	28
Open Lines.						2. BRANCH LINE COMPANIES' RAILWAYS UNDER REBATE
Hoshiarpur Doab (N. W.)—						
Jullundur-Mukerian (N. W.)	5′ 6″	8	*Nil*	*Nil*	*Nil*	8
Phagwara-Rahon (N. W.)	,,	16	*Nil*	*Nil*	*Nil*	16
Mandra-Bhaun (N. W.)	,,	62	*Nil*	*Nil*	*Nil*	62
Sara-Sirajganj (E. B.)	,,	—11	*Nil*	*Nil*	*Nil*	—11
Sialkot-Narowal (N. W.)	,,	18	*Nil*	*Nil*	*Nil*	18
Tapti Valley (B. B. & C. I.)	,,	4	*Nil*	*Nil*	*Nil*	4
Ahmedabad-Parantij (B. B. & C. I.)	3′ 3⅜″	1	*Nil*	*Nil*	*Nil*	1
Champaner-Shivrajpur-Pani Light (B. B. & C. I.)	2′ 6″	*Nil*	—3	*Nil*	*Nil*	—3
Dhond-Baramati (G. I. P.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Ellichpur-Yeotmal (including Pulgaon-Arvi railway) (G. I. P.).	,,	11	*Nil*	*Nil*	*Nil*	11
Godhra-Lunavada (B. B. & C. I.)	,,	*Nil*	3	*Nil*	*Nil*	3
Jacobabad-Kashmor (N. W.)	,,	7	*Nil*	*Nil*	*Nil*	7
Khulna Bagerhat (E. B.)	,,	5	—12	*Nil*	*Nil*	—7
Larkana-Jacobabad (N. W.)	,,	8	*Nil*	*Nil*	*Nil*	8
Mayurbhanj (B. N.)	,,	*Nil*	1	*Nil*	*Nil*	1
Nadiad Kapadvanj (B. B. & C. I.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Pachora-Jamner (G. I. P.)	,,	—1	*Nil*	*Nil*	*Nil*	—1
Darjeeling-Himalayan Extensions	2′ 0″	8	*Nil*	*Nil*	*Nil*	8
Total (2)	..	136	—11	*Nil*	*Nil*	1,25

year 1936-37 of other than State-owned Railways. *(In thousands of rupees.)*

Total capital outlay to the end of the year.					Railway.
Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the Accounts.	Total.	
8	9	10	11	12	13
Rs.	Rs.	Rs.	Rs.	Rs.	
RAILWAYS UNDER GUARANTEE TERMS.					
					Open Lines
line Company.					
16,27	2,38	2,06	1	20,72	Ahmadpur-Katwa.
30,19	5,61	3,90	49	40,19	Bankura-Damodar River.
14,59	3,67	1,71	45	20,42	Burdwan-Katwa.
16,87	2,70	*Nil*	3	19,60	Futwah-Islampur.
15,08	7,05	1,64	41	24,18	Kalighat-Falta.
93,00	21,41	9,31	1,39	1,25,11	Total 1-(A).
					Open Lines.
Main Line.					
31,29	*Nil*	4,59	*Nil*	35,88	Hardwar-Dehra (E. I.)
33,30	*Nil*	1,72	*Nil*	35,02	Chaparmukh-Silghat (A. B.)
15,80	*Nil*	1,39	*Nil*	17,19*	Katakhal-Lalabazar (A. B.)
2,01	1,17	19	*Nil*	3,37	Dasghara-Jamalpurganj (Bengal Provincial).
82,40	1,17	7,89	*Nil*	91,46	Total 1-(B).
TERMS WORKED BY THE MAIN LINE.					Open Lines.
					Hoshiarpur-Doab (N. W.)—
33,39	*Nil*	3,12	*Nil*	36,51	Jullundur-Mukerian (N. W.).
26,38	*Nil*	2,52	*Nil*	28,90	Phagwara-Rahon (N. W.).
24,47	*Nil*	3,13	*Nil*	27,60	Mandra-Bhaun (N. W.).
92,17	*Nil*	5,83	*Nil*	98,00	Sara-Sirajganj (E. B.).
29,12	*Nil*	2,55	*Nil*	31,67	Sialkot-Narowal (N. W.).
1,26,15	*Nil*	10,99	*Nil*	1,37,14	Tapti Valley (B. B. & C. I.).
33,99	3	4,04	*Nil*	38,06	Ahmedabad-Parantij (B. B. & C. I.).
11,28	6,35	3,43	*Nil*	21,06	Champaner-Shivrajpur-Pani Light (B. B. & C. I.)
8,41	2,34	1,85	*Nil*	12,60	Dhond-Baramati (G. I. P.).
59,76	18,87	15,09	*Nil*	93,72	Ellichpur-Yeotmal (including Pulgaon Arvi railway) (G. I. P.).
8,95	1,83	3,42	*Nil*	14,20	Godhra-Lunavada (B. B. & C. I.).
17,57	5,31	1,67	*Nil*	24,55	Jacobabad-Kashmor (N. W.).
6,77	1,40	78	*Nil*	8,95	Khulna-Bagerhat (E. B.).
20,40	6,75	3,54	*Nil*	30,69	Larkana-Jacobabad (N. W.).
24,12	62	*Nil*	*Nil*	24,74	Mayurbhanj (B. N.).
8,85	4,73	2,72	*Nil*	16,30	Nadiad Kapadvanj (B. B. & C. I.).
12,03	2,02	3,77	*Nil*	17,82	Pachora-Jamner (G. I. P.).
41,79	6,67	9,63	*Nil*	58,09	Darjeeling-Himalayan Extensions.
5,85,60	56,92	78,08	*Nil*	7,20,60	Total (2)

* Includes Rs. 1,20,414 direct outlay by the Managing Agents.

2 (b).—*Statement of Capital Outlay to the end of the*

Railway.	Gauge.	Capital outlay during the year.				
		Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the Accounts.	Total.
1	2	3	4	5	6	7
		Rs.	Rs.	Rs.	Rs.	Rs.
Open Lines.						
3. BRANCH LINE COMPANIES' RAILWAYS UNDER						
Jamnagar-Dwarka	3′ 3⅜″	—6	*Nil*	*Nil*	*Nil*	—6
Mymensingh-Bhairab Bazar (A. B.)	,,	27	*Nil*	*Nil*	*Nil*	27
Total (3)	..	21	*Nil*	*Nil*	*Nil*	21
4. COMPANIES' LINES SUBSIDIZED BY THE						
Open Lines.						
Bengal and North-Western*	3′ 3⅜″	3,57	1,70	—44	3,94	8,77
Bengal Dooars Extensions*	,,	12	6	*Nil*	—15	3
Mirpur Khas-Khadro† (Jodhpur)	,,	11	*Nil*	*Nil*	*Nil*	11
Rohilkund and Kumaon	,,	51	76	*Nil*	3	1,30
Barsi Light†	2′ 6″	—1	*Nil*	1	—13	—13
Matheran Light‡	2′ 0″	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Total (4)	..	4,30	2,52	—43	3,69	10,08
5. COMPANIES' LINES SUBSIDIZED						
Open Lines.						
Dibru-Sadiya	3′ 3⅜″	42	—85	..	..	—43
Shahdara (Delhi) Saharanpur Light§	2′ 6″	2	13	*Nil*	—3	12
Darjeeling-Himalayan	2′ 0″	1	*Nil*	—10	—14	—23
Total (5)	..	45	—72	—10	—17	—54
Open Lines.						**6. UNASSISTED**
Ledo and Tikak-Margherita Colliery (Dibru-Sadiya).	3′ 3⅜″	1,65	*Nil*	*Nil*	*Nil*	1,65
Bengal Provincial	2′ 6″	*Nil*	*Nil*	*Nil*	—1	—1
Jessore Jhenidah	,,				Figures not available closed to	
Parlakimedi Light (B. N.)	,,	6	*Nil*	*Nil*	*Nil*	6
Jagadhri Light	2′ 0″	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Kulasekarapatnam Light	,,	*Nil*	—63	*Nil*	*Nil*	—63
Trivellore Light	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Total (6)	..	1,71	—63	*Nil*	—1	1,07

* Receives land only from Government.

† Receives land only from Government and Indian States.

‡ Receives land and rebate from Government.

§ This line has been transferred to head 5 "4. Companies' lines subsidized by the Government of India".

year 1936-37 of other than State-owned Railways—contd. (*In thousands of rupees.*)

Total capital outlay to the end of the year.					Railway.
Works	Rolling Stock.	General charges (including ferries).	Stores, etc., not finally charged off in the Accounts.	Total.	
8	9	10	11	12	13
Rs.	Rs.	Rs	Rs.	Rs.	
					Open Lines.
GUARANTEE AND REBATE TERMS.					
60,79	2,96	2,56	2,00	68,31	Jamnagar-Dwarka.
1,17,12	*Nil*	7,00	*Nil*	1,24,12	Mymensingh-Bhairab Bazar (A. B.).
1,77,91	2,96	9,56	2,00	1,92,43	Total (3).
GOVERNMENT OF INDIA.					
					Open Lines.
8,32,71(*b*)	2,73,24	91,32	9,89	12,07,16	Bengal and North-Western.*
93,72	16,24	8,61	3,03	1,21,60	Bengal Dooars Extensions.*
9,01	*Nil*	58	*Nil*	9,59	Mirpur Khas-Khadro† (Jodhpur).
1,34,79	58,73	12,94	3	2,06,49	Rohilkund and Kumaon.
1,27,58	48,66	8,00	1,67	1,85,91	Barsi Light.†
11,95	42	7	*Nil*	12,44(*a*)	Matheran Light.‡
12,09,76	3,97,29	1,21,52	14,62	17,43,19	Total (4).
BY LOCAL GOVERNMENTS.					Open Lines.
74,60	59,03	18,18	‖	‖1,51,81	Dibru-Sadiya.
35,74	14,14	*Nil*	1,25	51,13	Shahdara (Delhi)-Saharanpur Light.*§
32,58	12,50	2,80	2,19	50,07	Darjeeling-Himalayan.
1,42,92	85,67	20,98	3,44	2,53,01	Total (5).
COMPANIES' LINES.					Open Lines.
18,59	*Nil*	*Nil*	*Nil*	18,59	Ledo and Tikak-Margherita Colliery (Dibru-Sadiya).
8,80	2,76	1	17	11,74	Bengal Provincial.
all kind of traffic from 1-5-36.					Jessore Jhenidah.
18,40	5,30	2,16	*Nil*	25,86	Parlakimedi Light (B. N.).
62	39	12	*Nil*	1,13	Jagadhri Light.
3,38	1,50	3	*Nil*	4,91	Kulasekarapatnam Light.
39	70	9	*Nil*	1,18	Trivellore Light.
50,18	10,65	2,41	17	63,41	Total (6).

(*a*) Includes 11,95 being the capital outlay to the end of 1927-28, the details of which are not available.

(*b*) Includes 4 on account of survey.

‖ Excludes Rs. 1,50,000 (£ 10,000) representing the estimated cost of stores, etc., for the purpose of arriving at the amount of Government subsidy due to Dibru Sadiya Railway in the years when a subsidy was payable.

2 (b).—*Statement of Capital Outlay to the end of the year*

Railway.	Gauge.	Capital outlay during the year.				
		Works.	Rolling Stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.
1	2	3	4	5	6	7
		Rs.	Rs.	Rs.	Rs.	Rs.
7. DISTRICT						
Open Lines.						
Tenali-Repalle (M. & S. M.)	5′ 6″	1	*Nil*	*Nil*	*Nil*	1
Bezwada-Masulipatam (M. & S. M.)	3′ 3⅜″	40	*Nil*	1	*Nil*	41
Podanur-Pollachi (S. I.)	,,	1	—19	*Nil*	*Nil*	—18
Tinnevelly-Tiruchendur (S. I.)	,,	5	*Nil*	1	*Nil*	6
Total (7)	..	47	—19	2	*Nil*	30
8. COMPANIES' LINES SUBSIDIZED						
Open Lines.						
Bengal Dooars	3′ 3⅜″	52	—1	*Nil*	*Nil*	51
Arrah-Sasaram Light	2′ 6″	—4	10	*Nil*	—11	—5
Baraset-Basirhat Light	,,	1	37	*Nil*	—7	31
Bukhtiarpur-Bihar Light	,,	5	*Nil*	*Nil*	5	10
Dehri-Rohtas Light *	,,	*Nil*	*Nil*	*Nil*	—3	—3
Howrah-Amta Light	2′ 0″	*Nil*	16	*Nil*	—28	—12
Howrah Sheakhala Light	,,	*Nil*	38	*Nil*	—31	7
Tezpur-Balipara Light §	2′ 6″	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Total (8)	..	54	1,00	*Nil*	—75	79

* This line has been transferred from "4 Companies lines subsidized by the Government of India."

§ This line has been shown under "8 Companies' lines subsidized by District Board" instead of "6. Unassisted Companies' lines."

1936-37 of other than State-owned Railways (In thousands of rupees.)—contd.

Total capital outlay to the end of the year.					Railway.
Works.	Rolling Stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.	
8	9	10	11	12	13
Rs.	Rs.	Rs.	Rs.	Rs.	
BOARD LINES.					Open Lines.
14,84	*Nil*	1,14	*Nil*	15,98	Tenali-Repalle (M. & S. M.).
23,55	*Nil*	1,61	*Nil*	25,16	Bezwada-Masulipatam (M. & S. M.).
8,87	4,93	1,26	*Nil*	15,06	Podanur-Pollachi (S. I.).
24,61	*Nil*	2,50	*Nil*	27,11	Tinnevelly-Tiruchendur (S. I.).
71,87	4,93	6,51	*Nil*	83,31	Total (7).
BY DISTRICT BOARDS.					Open Lines.
34,46	7,35	2,59	*Nil*	44,40	Bengal Dooars.
18,75	6,66	*Nil*	11	25,52	Arrah-Sasaram Light.
19,39	6,80	*Nil*	18	26,37	Barasat-Basirhat Light.
10,60	4,69	*Nil*	12	15,41	Bukhtiarpur-Bihar Light.
7,67	3,85	42	52	12,46	Dehri-Rohtas Light. *
18,23	12,16	*Nil*	1,36	31,75	Howrah-Amta Light.
4,99	3,55	*Nil*	9	8,63	Howrah Sheakhala Light.
3,20	1,60	7	*Nil*	4,87	Tezpur-Balipara Light. §
1,17,29	46,66	3,08	2,38	1,69,41	Total (8).

2. (b)—*Statement of Capital Outlay to the end of the year*

Railway.	Gauge.	Capital outlay during the year.				
		Works.	Rolling Stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.
1	2	3	4	5	6	7
		Rs.	Rs.	Rs.	Rs.	Rs.
						9. INDIAN STATE LINES WORKED
(a) Open Lines.						
Nizam's State†	5′ 6″	2,98	17	—2	23	3,36
Bhavnagar State	3′ 3⅜″	1,44	4,06	*Nil*	61	6,11
Bikaner State	,,	41	13	*Nil*	—14	40
Gaekwar's Baroda State (Mehsana)	,,	94	81	*Nil*	*Nil*	1,75
Gondal	,,	4,19	62	2	—2,38	2,45
Jaipur State	,,	59	11,03	*Nil*	—1	11,61
Jetalsar-Rajkot (Gondal)	,,	44	*Nil*	*Nil*	5	49
Jodhpur	,,	6,98	3,26	*Nil*	—60	9,64
Junagad State	,,	3,04	2,30	*Nil*	—3,21	2,13
Morvi	,,	51	37	*Nil*	1,06	1,94
Mysore (including Birur-Shimoga, Chickjajur-Chitaldrug, Mysore-Bangalore, Mysore-Arsikere Nanjangud-Chamarajanagar, Shimoga-Arsalu Sections and Arsalu-Anandapuram).	,,	4,36	63	5	9	5,13
Porbandar State (Gondal)	,,	32	—3,73	—60	—1,12	—5,13
Udaipur-Chitorgarh	,,	88	2,90	14	—30	3,62
Bodeli-Chhota Udaipur (Gaekwar's Branch State)	2′ 6″	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Cutch State	,,	11	17	*Nil*	5	33
Dholpur State*	,,	2	3	*Nil*	*Nil*	5
Gaekwar's Baroda State	,,	43	12	*Nil*	—67	—12
Kolar District (Mysore)	,,	1	11	*Nil*	—17	—5
Gwalior Light	2′ 0″	28	*Nil*	9	*Nil*	37
Tarikere-Narasimharajapura Light (Mysore)	,,	*Nil*	*Nil*	*Nil*	2	2
Total (a)	..	27,93	22,98	—32	—6,49	44,10
(b) Lines under construction.						
Tahsil Bhadra to Sadulpur (Bikaner State).	3′ 3⅜″	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Anandapuram to Sagra (Mysore)	,,	4,12	*Nil*	43	*Nil*	4,55
Jalore-Bhinmal, Phalodi-Pokran (Jodhpur)	,,	—4,17	*Nil*	—4	*Nil*	—4,21
Sasan to Visavadar (Junagad)	,,	7,84	*Nil*	23	1	8,08
Prachi Road to Kodinar (Gaekwar's Baroda State)	,,	1,12	*Nil*	4	*Nil*	1,16
Dholpur to Rajakhera (Dholpur State)	2′ 6″	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Total (b)	..	8,91	*Nil*	66	1	9,58
Total (9) [=a+b]	..	36,84	22,98	34	—6,48	53,68

* The figures against this line do not include the expenditure by the Imperial Delhi Committee prior to the opening of the Mohari-Barauli Section.

† Includes figures for Metre Gauge.

1936-37 of other than State-owned Railways (In thousands of rupees.)—contd.

Total capital outlay to the end of the year.					Railway.
Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.	
8	9	10	11	12	13
Rs.	Rs.	Rs.	Rs.	Rs.	
BY INDIAN STATES.					
					(*a*) Open Lines.
10,39,75	2,83,68	92,14	24,87	§ 14,40,44	Nizam's State.
1,60,71	74,11	7,51	5,16	2,47,49	Bhavnagar State.
2,63,68	90,59	5,64	5,09	3,65,00	Bikaner State.
1,41,26	25,18	11,00	*Nil*	1,77,44	Gaekwar's Baroda State (Mehsana).
75,87	35,34	2,51	1,13	1,14,85	Gondal.
73,52	11,03	3,39	29	88,23	Jaipur State.
28,11	*Nil*	90	*Nil*	29,01	Jetalsar-Rajkot (Gondal).
2,33,22	1,75,98	1,83	8,61	4,19,64	Jodhpur.
1,08,07	32,69	4,40	6,10	1,51,26	Junagad State.
69,15	36,72	2,23	3,40	1,11,50	Morvi.
2,33,85	84,28	20,21	4,83	3,43,17	Mysore (including Birur-Shimoga Chickjajur-Chitaldrug, Mysore-Bangalore, Mysore-Arsikere Nanjangud-Chamarajanagar, Shimoga-Arsalu Sections and Arsalu—Anandapuram)
14,67	8,04	46	*Nil*	23,17	Porbandar State (Gondal).
99,31	21,07	4,92	33	1,25,63	Udaipur-Chitorgarh.
9,37	*Nil*	1,19	*Nil*	10,56	Bodeli-Chhota Udaipur (Gaekwar's Baroda State).
16,02	3,56	2,08	2,01	23,67	Cutch State.
11,60	4,41	51	*Nil*	16,52	Dholpur State.*
2,23,69	55,86	20,92	6,28	3,06,75	Gaekwar's Baroda State.
14,48	11,57	1,50	*Nil*	27,55	Kolar District (Mysore).
1,01,68	15,22	6,10	*Nil*	1,23,00	Gwalior Light.
5,92	3,15	76	*Nil*	‡9,83	Tarikere-Narasimharajapura Light (Mysore)
29,23,93	9,72,48	1,90,20	68,10	41,54,71	Total (*a*).
					(*b*) Lines under construction.
71	*Nil*	*Nil*	*Nil*	71	Tahsil Bhadra to Sadulpur (Bikaner State).
4,66	*Nil*	51	*Nil*	5,17	Anandapuram to Sagra (Mysore).
52,36	*Nil*	1,76	*Nil*	54,12	Jalore-Bhinmal, Phalodi-Pokran (Jodhpur).
8,44	*Nil*	25	1	8,70	Sasan to Visavadar (Junagad).
3,37	*Nil*	9	*Nil*	3,46	Prachi Road to Kodinar (Gaekwar's Baroda State).
87	*Nil*	7	*Nil*	94	Dholpur to Rajakhera (Dholpur State).
70,41	*Nil*	2,68	1	73,10	Total (*b*).
29,94,34	9,72,48	1,92,88	68,11	42,27,81	Total (*y*) [=*a* + *b*].

§ Includes a credit of Rs. 1,86,12,000 being an adjustment necessitated by the purchase, on 1st April 1930, of the lines formerly owned by H. F. H. the N. G. S. Railways Company, Limited, by H. E. H. the Nizam's Government.

‡ Excludes the outlay on Tadasa Hebbe Tramway.

2. (b)—*Statement of Capital Outlay to the end of the year*

Railway.	Gauge.	Capital outlay during the year.				
		Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.
1	2	3	4	5	6	7
		Rs.	Rs.	Rs.	Rs.	Rs.
Opens Lines.						10. INDIAN STATE LINES
Bahawalnagar Fort Abbas Kut-Al-Imara (N. W.)	5′ 6″	3	*Nil*	*Nil*	*Nil*	3
Bhopal Itarsi* (G. I. P.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Bhopal Ujjain (G. I. P.)	,,	—1	*Nil*	*Nil*	*Nil*	—1
Bina-Goona-Baran (G. I. P.)	,,	—2	*Nil*	*Nil*	*Nil*	—2
Jammu and Kashmir (Indian State section) (N. W.)	,,	13	*Nil*	*Nil*	*Nil*	13
Jind-Panipat (Indian State section) (N. W.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Khanpur-Chachran (N. W.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Kolar Gold Fields (M. & S. M.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Ludhiana-Dhuri-Jakhal (N. W.)	,,	12	*Nil*	*Nil*	*Nil*	12
Nagda-Ujjain (B. B. & C. I.)	,,	3	*Nil*	*Nil*	*Nil*	3
Petlad-Cambay (Anand-Tarapur section) B. B. & C. I.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Petlad-Cambay (Tarapur-Cambay section) B. B. & C. I.	,,	4	*Nil*	*Nil*	*Nil*	4
Rajpura-Bhatinda (N. W.)	,,	23	*Nil*	*Nil*	*Nil*	23
Shoranur-Cochin (S. I.)	,,	25	*Nil*	4	—5	24
Sirhind Rupar (N. W.)‡	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Bangalore-Harihar (M. & S. M.)	3′ 3⅜″	2,36	41	*Nil*	17	2,94
Cooch Behar State (E. B.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Dhrangadra (B. B. & C. I.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Hindupur (Yesvantpur-Mysore Frontier) M. & S. M.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Jamnagar (Jamnagar Dwarka)	,,	19	22	*Nil*	*Nil*	41
Kolhapur State (M. & S. M.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Okhamandal (Jamnagar Dwarka)	,,	—2	*Nil*	*Nil*	*Nil*	—2
Palanpur State (B. B. & C. I.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Quilon-Trivandrum Extension (Travancore Ry.) (S. I.)	,,	63	*Nil*	1	*Nil*	64
Sangli State (M. & S. M.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Piplod Devgad Baria (B. B. & C. I.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Rajpipla State (B. B. & C. I.)†	,,	*Nil*	18	*Nil*	*Nil*	18
Total (10)	..	3,96	81	5	12	4,94

* A part of this line is owned by the Bhopal Durbar and the expenditure shown against it in this statement represents outlay contributed by that Durbar.

† Includes the Jhagadia Netrang Ry. The Durbar has not yet intimated the capital outlay on the Jhagadia Netrang Ry.

‡ Includes expenditure incurred by the Patiala Durbar.

1936-37 of ***other than State-owned*** *Railways (In thousands of rupees)*--contd.

TOTAL CAPITAL OUTLAY TO THE END OF THE YEAR.					RAILWAY.
Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total	
8	9	10	11	12	13
Rs.	Rs.	Rs.	Rs.	Rs.	
WORKED BY THE MAIN LINE.					OPEN LINES.
81,29	*Nil*	12,30	*Nil*	93,59	Bahawalnagar Fort Abbas Kut-Al-Imara (N. W.)
50,00	*Nil*	*Nil*	*Nil*	50,00	Bhopal Itarsi* (G. I. P.).
75,10	*Nil*	6,96	*Nil*	82,06	Bhopal Ujjain (G. I. P.).
93,73	18	8,24	*Nil*	1,02,15	Bina-Goona-Baran (G. I. P.).
11,08	*Nil*	60	*Nil*	11,68	Jammu and Kashmir (Indian State section). (N. W.).
15,83	*Nil*	1,73	*Nil*	17,56	Jind-Panipat (Indian State section) (N. W.).
13,48	*Nil*	88	*Nil*	14,36	Khanpur-Chachran (N. W.).
11,84	*Nil*	64	*Nil*	12,48	Kolar Gold Fields (M. & S. M.)
47,42	*Nil*	2,29	*Nil*	49,71	Ludhiana-Dhuri-Jakhal (N. W.).
21,12	*Nil*	1,72	*Nil*	22,84	Nagda-Ujjain (B. B. & C. I.)
13,68	*Nil*	83	10	14,61	Petlad-Cambay (Ad. T. pur sec.) (B. B. & C. I.).
9,06	*Nil*	32	*Nil*	9,38	Petlad-Cambay (T. pur-Caby. sec.) (B. B. & C. I.).
77,18	*Nil*	2,69	*Nil*	79,87	Rajpura-Bhatinda (N. W.).
92,60	63	11,51	32	1,05,06	Shoranur-Cochin (S. I.).
29,53	*Nil*	2,08	*Nil*	31,61	Sirhind Rupar (N. W.).‡
1,21,05	54,39	5,52	2,41	1,83,37	Bangalore-Harihar (M. & S. M.).
19,77	1,03	94	*Nil*	21,74	Cooch Behar State (E. B.).
14,39	4	67	*Nil*	15,10	Dhrangadra (B. B. & C. I.).
24,52	*Nil*	1,44	*Nil*	25,96	Hindupur (Yesvantpur-Mysore Frontier) (M. & S. M.).
30,41	16,97	95	2,00	50,33	Jamnagar (Jamnagar Dwarka).
22,39	*Nil*	1,21	*Nil*	23,60	Kolhapur State (M. & S. M.).
25,71	11,99	2,04	1,00	40,74	Okhamandal (Jamnagar Dwarka).
5,80	*Nil*	15	*Nil*	5,95	Palanpur State (B. B. & C. I.).
66,84	5,76	8,29	*Nil*	80,89	Quilon-Trivandrum Extension (Travancore Ry.) (S. I.).
1,95	*Nil*	10	*Nil*	2,05	Sangli State (M. & S. M.).
5,82	3,29	66	*Nil*	9,77	Piplod Devgad Baria (B. B. & C. I.).
14,72	3,49	1,19	*Nil*	19,40	†Rajpipla State (B. B. & C. I.).
9,96,31	97,77	75,95	5,83	11,75,86	TOTAL (10).

2. (b)—*Statement of Capital Outlay to the end of the year*

Railway.	Gauge.	Capital outlay during the year.				
		Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.
1	2	3	4	5	6	7
		Rs.	Rs.	Rs.	Rs.	Rs.
11. COMPANIES' LINE						
OPEN LINES.						
Bangalore-Chick Ballapur Light (Mysore)	2′ 6″	*Nil*	6	*Nil*	*Nil*	6
TOTAL (11)	..	*Nil*	6	*Nil*	*Nil*	6
12. LINES IN FOREIGN TERRITORY WORKED						
OPEN LINES.						
Peralam-Karaikkal (S. I.)	3′ 3⅜″	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Pondicherry (S. I.)	,,	15	*Nil*	*Nil*	*Nil*	15
West of India Portuguese (M. & S. M.)	,,	‡32	..	..	..	32
TOTAL (12)	..	47	*Nil*	*Nil*	*Nil*	47
13. TOTAL (1) TO (12)	..	50,98	25,82	—12	—3,76	72,92
14. Miscellaneous	..	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
15. Grand Total	..	50,98	25,82	—12	—3,76	72,92

‡ Represents total figure, the details being not available.

1936-37 of other than State-owned Railways (In thousands of rupees)—concld.

Total capital outlay to the end of the year.					Railway.
Works.	Rolling Stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.	
8	9	10	11	12	13
Rs.	Rs.	Rs.	Rs.	Rs.	
GUARANTEED BY INDIAN STATES.					
					Open Lines.
8,43	6,01	1,76	*Nil*	16,20	Bangalore-Chick Ballapur Light (Mysore).
8,43	6,01	1,76	*Nil*	16,20	Total (11).
BY BRITISH INDIAN RAILWAY COMPANIES.					
					Open Lines.
6,13	*Nil*	1,14	*Nil*	7,27	Peralam Karaikkal (S. I.).
5,52	*Nil*	36	*Nil*	5,88	Pondicherry (S I.).
‡2,26,51	..	..	..	2,26,51	West of India Portuguese (M. & S. M.).
2,38,16	*Nil*	1,50	*Nil*	2,39,66	Total (12).
67,68,17	17,03,92	5,31,43	97,94	91,01,46	13. Total (1) to (12).
8,23	*Nil*	64	*Nil*	8,87*	**14. Miscellaneous.**
67,76,40	17,03,92	5,32,07	97,94	91,10,33	**15. Grand Total.**

* Made up of outlay by Forest Department on the Alnavar-Dandeli Railways Rs. 8,87.

‡ Represents the total figure, details not being available.

3.—*Statement of Gross Revenue Receipts, Working Expenses and Net*

Upto the year 1935-36 the figures of Working Expenses shown against each company worked Railway included the actual expen-
shown as a separate item. But from 1936-37, contribution to the Depreciation Reserve Fund has

Class and Name of Railway.	Gross Revenue Receipts.					Working		
	For the system including worked lines.			Deduct Refunds.	Gross receipts (Cols. 4—5).	For the		
	Earnings.	Suspense.	Total (Cols. 2 and 3).			Ordinary Working Expenses.	Renewals and Replacements.	Appropriation to Depreciation Reserve Fund.
1	2	3	4	5	6	7	8	9
STATE LINES WORKED BY THE STATE.								
East Indian	19,60,56	—6,65	19,53,91	1,77	19,52,14	9,39,19	1,19,28	2,45,44
Eastern Bengal	5,91,10	—2,95	5,88,15	69	5,87,46	3,78,18	71,12	86,00
North Western	17,67,51	—6,43	17,61,08	6,98	17,54,10	9,44,10	1,80,87	2,44,88
Great Indian Peninsula	13,83,67	1,79	13,85,46	2,21	13,83,25	6,85,75	98,64	1,91,72
Burma	3,71,70	6	3,71,76	1,47	3,70,29	2,06,34	43,13	58,18
TOTAL	60,74,54	14,18	60,60,36	13,12	60,47,24	31,53,56	5,13,04	8,26,22
STATE LINES WORKED BY COMPANIES OR BY INDIAN STATES.								
Assam-Bengal	1,81,32	—1,83	1,79,49	34	1,79,15	1,16,84	33,79	39,94
Bengal-Nagpur	8,42,85	—71	8,42,14	1,41	8,40,73	5,39,44	48,28	1,29,59
Bezwada Extension and Dhone Kurnool	11,65	..	11,65	2	11,63	6,59	—6	76
Bombay, Baroda and Central India	12,54,25	—3,01	12,51,24	1,19	12,50,05	5,87,60	72,26	1,22,90
Jodhpur-Hyderabad (British Section) (Jodhpur).	39,47	—34	39,13	5	39,08	21,15	2,84	1,86
Lucknow-Bareilly (R. & K.)	75,24	21	75,45	8	75,37	29,06	1,48	4,19
Madras and Southern Mahratta (excluding Mysore State).	7,48,45	—4,49	7,43,96	1,08	7,42,88	3,80,77	69,09	88,78
South Indian (including Travancore)	5,38,38	—1,29	5,37,09	76	5,36,33	2,89,27	46,12	75,78
Tirhoot (B. & N. W.)	3,79,21	1,14	3,80,35	55	3,79,80	1,53,04	81	16,67
Railway Clearing Accounts	..	..	..	..	..	..	..	..
Contribution to Depreciation Reserve Fund (Miscellaneous.)	..	..	..	..	..	..	..	8,34
TOTAL	40,70,82	—10,32	40,60,50	5,48	40,55,02	21,23,76	2,74,61	4,88,81
GRAND TOTAL	1,01,45,36	—24,50	1,01,20,86	18,60	1,01,02,26*	52,77,32	7,87,65	13,15,03

* The total Railway Receipts for the year are:—

	Rs.
Gross Receipts as per Col. 6 above	1,01,02,26
Add—Miscellaneous Railway Receipts	92,74
Government share of surplus profits from the subsidized companies, etc.	22,12
Total Receipts	1,02,17,12

Revenue Receipts of State-owned Railways for the year 1936-37. (*In thousands of rupees.*)

diture incurred on renewals and replacements contribution to the Depreciation Reserve Fund for all company worked Railways being been shown against each company worked Railway as in the case of State managed Railways.

Expenses. system including worked lines. Suspense. 10	Total. (Cols. 7 to 10). 11	Deduct Expenditure met from Depreciation Reserve Fund for the system. 12	Net Working Expenses (Cols. 11—12). 13	Payment to Worked Lines. 14	Net Revenue Receipts of State owned Railways. (Cols. 6—13—14). 15	Percentage of Ordinary Working Expenses on Earnings. $\left(\frac{\text{(Col. 7)} \times 100}{\text{Cols. 2—5.}}\right)$ 16	Class and Name of Railway. 17
							STATE LINES WORKED BY THE STATE.
—2,36	13,01,55	1,19,28	11,82,27	7,81	7,62,06	47·95	East Indian.
—78	5,34,52	71,12	4,63,40	8,57	1,15,49	64·05	Eastern Bengal.
3	13,69,88	1,80,87	11,89,01	28,15	(*b*)5,36,94	53·63	North Western.
9,36	9,85,47	98,64	8,86,83	31,88	4,64,54	49·64	Great Indian Peninsula.
25	3,07,90	43,13	2,64,77	..	1,05,52	55·73	Burma.
6,50	44,99,32	5,13,04	39,86,28	76,41	19,84,55	52·03	Total.
							STATE LINES WORKED BY COMPANIES OR BY INDIAN STATES.
—1,51	1,89,06	33,79	1,55,27	6,94	16,94	64·56	Assam-Bengal.
—75	7,16,56	48,28	6,68,28	1,41	1,71,04	64·11	Bengal-Nagpur.
..	7,29	—6	7,35	..	4,28	56·66	Bezwada Extension and Dhone Kurnool.
6,24	7,89,00	72,26	7,16,74	27,16	5,06,15	46·89	Bombay, Baroda and Central India.
23	26,08	2,84	23,24	1,29	14,55	53·65	Jodhpur-Hyderabad (British Section) (Jodhpur).
—33	34,40	1,48	32,92	21,34	21,11	38·66	Lucknow-Bareilly (R. & K.).
—5	5,38,59	69,09	4,69,50	31,45	2,41,93	50·95	Madras and Southern Mahratta (excluding Mysore State).
—24	4,10,93	46,12	3,64,81	7,12	1,64,40	53·81	South Indian (including Travancore).
1,95	1,72,47	81	1,71,66	1,28,62	79,52	40·42	Tirhoot (B. & N. W.)
—10	—10	..	—10	..	10	..	Railway Clearing Accounts.
..	8,34	..	8,34	..	—8,34	..	Contribution to Depreciation Reserve Fund (miscellaneous).
5,44	28,92,62	2,74,61	26,18,01	2,25,33	12,11,68	52·24	TOTAL.
11,94	73,91,94	7,87,65	*66,04,29	3,01,74	31,96,23	52·12	GRAND TOTAL.

	Receipts.	Working expenses.	Payment to worked lines.	Net Receipts.
(*b*) N. W. Railway, Commercial	16,16,79	9,89,06	28,15	5,99,58
N. W. Railway, Military	1,37,31	1,99,95	..	—62,64
Total	17,54,10	11,89,01	28,15	5,36,94

*The total Expenditure on Railways for the year is :—

	Rs.
Working expenses as per column 13 above	66,04,29
Payment to Worked Lines	3,01,74
Add —Miscellaneous Railway Expenditure	66 76
Surplus profits paid to companies	42,43
Interest charges as per Statement 4	30,81,31
Total Expenditure.	1,00,96,53

4.—*Statement of Total Interest Charges chargeable against Net Revenue Receipts of State-owned Railways for the year 1936-37.*

Class and Name of Railway.	Interest on sterling Debt.	Interest on Capital contributed by Companies.			Total Columns 2 and 5.	In thousands of rupees.			
		On share capital.	On Debentures and Debenture Stock.	Total.		Column 6 converted into Rupees at average rate of exchange.	Interest on Capital outlay provided by Government.	Interest on Rupee Debt.	Grand Total. (Cols. 7 to 9.)
1	2	3	4	5	6	7	8	9	10
Central. State Lines worked by the State.	£	£	£	£	£	Rs.	Rs.	Rs.	Rs.
1. Aden	..	..	..	..	..	..	..	..	..
2. Eastern Bengal	126,227	..	..	..	126,227	16,74	1,77,47	..	1,94,21
3. East Indian (including South Bihar).	1,929,760	..	..	..	1,929,760	2,55,91	3,31,37	4	5,87,32
4. North Western (Commercial) including Delhi (New Capital) Railway Works Scheme.	367,927	..	..	..	367,927	48,77	3,97,36	..	4,46,13
5. North Western (Military)	..	..	..	..	..	..	1,33,79	..	1,33,79
6. Burma	37,874	..	..	..	37,874	5,02	1,36,88	..	1,41,90
7. Great Indian Peninsula	986,544	..	..	..	986,544	1,30,75	2,88,09	..	4,18,84
8. Coal Dept. (Ry. Collieries)	..	..	..	..	..	..	8,26	..	8,26
9. Total	3,448,332	..	..	..	3,448,332	4,57,19	14,73,22	4	19,30,45
State Lines worked by Companies or by Indian States.									
10. Assam-Bengal	..	45,000	6,464	51,464	51,464	6,86	84,86	..	91,72
11. Bengal-Nagpur	..	105 000	127,955	232,955	232,955	31,06	2,91,72	..	3,22,78
12. Bezwada (including Dhone Kurnool).	..	..	..	..	..	..	1,86	..	1,86
13. Bombay, Baroda and Central India.	368,851	60,000	34,998	94,998	483,849	65,32	2,00,86	7,50	2,73,68
14. Jodhpur (British Section) (Jodhpur).	..	..	..	..	..	..	4,82	..	4,82
15. Lucknow-Bareilly (R. & K.)	..	..	(a)18,880	18,880	18,880	2,16	7,18	..	9,34
16. Madras and Southern Mahratta.	362,462	175,000	105,025	280,025	642,487	85,66	1,39,43	..	2,25,09
17. South Indian	148,053	35 000	104,580	139,580	287,633	38,35	1,31,45	..	1,69,80
18. Travancore (British Section) (S. I.).	..	..	..	..	..	..	61	..	61
19. Travancore (Indian State Section) (S. I.).	..	..	..	..	..	..	1,01	..	1,01
20. Tirhoot (B. & N. W.)	..	..	80,326	80,326	80,326	10,71	26,94	..	37,65
21. Total	899,366	420,000	478,228	898,228	1,797,594	2,40,12	8,90,74	7,50	11,38,36
Miscellaneous Items.									
22. Abandoned Projects, etc.	..	..	..	..	..	..	1,07	..	1,07
23. Other miscellaneous items	..	..	..	..	..	(b)—1,35	12,93	..	11,58
Deduct :—									
24. Interest during construction charged to Capital of the Bengal Nagpur Railway.	..	..	..	..	..	..	12	..	12
Interest during period of construction charged to other Government Departments.	..	..	..	..	..	..	3	..	3
25. Total	..	..	..	..	..	—1,35	13,85	..	12,50
26. ***Total Central***	4,347,698	420,000	478,228	898,228	5,245,926	6,95,96	23,77,81	7,54	30,81,31
Provincial Railways.									
27. Assam (Jorhat)	..	..	..	..	..	..	6	..	6
28. United Provinces (Distillery Siding).	..	..	..	..	..	..	44	..	44
29. Total Provincial	..	..	..	..	..	..	50	..	50
30. ***Grand Total***	4,347,698	420,000	478,228	898,228	5,245,926	6,95,96	23,78,31	7,54	30,81,81

(a) Represents interest on the State share of joint debenture stock.

(b) Represents exchange in respect of interest on capital contributed by Companies and of interest on debt in respect of Company worked Railways.

5.—Statement of $\frac{\text{Capital at Charge*}}{\text{Capital outlay†}}$, Revenue Earnings and Expenses for the years 1935-36 and 1936-37.

(In thousands of rupees.)

NOTE I.—Upto the year 1935-36, the figures of total working expenses of *OTHER THAN* State-managed railways (Class I) included actual expenditure on 'Replacement and Renewals', but from 1936-37, all Class I railways (except B. & N. W., R. & K., Jodhpur and N. S. railways in respect of other than State-owned portions of their railway systems) include the figures of 'Appropriation to depreciation Reserve Fund' instead.

NOTE II.—"Credits for released materials" previously accounted for under "Earnings" are booked under Depreciation Reserve Fund from 1936-37.

NOTE III.—Upto 1931-32 sterling liabilities involved in the purchase of Railways were converted into rupee at the statutory rates of exchange, but in the years 1932-33 to 1934-35 they were converted at the rates of exchange prevailing in the years when the liabilities came into being. From 1935-36 they have again been converted at the statutory rate of 1*s.* 6*d.* to the rupee.

Railway System.	Gauge.	Year.	For the system, i.e., both State-owned and other than State-owned portions. ‡Total capital at charge. ‡‡	§ Gross earnings.	§ Working expenses.	Net earnings. (Cols. 5–6.)	Percentage of working expenses to gross earnings. $\left(\frac{\text{Col. 6} \times 100}{\text{Col. 5}}\right)$	Percentage of net earnings on total capital at charge given in column 4. $\left(\frac{\text{Col. 7} \times 100}{\text{Col. 4}}\right)$	REMARKS.
1	2	3	4	5	6	7	8	9	10
			Rs.	Rs.	Rs.	Rs.			
CLASS I.									
Assam-Bengal . . .	3′ 3¾″	*1935-36*	*(a)25,72,53*	***1,71,74*	*1,39,54*	*32,20*	*81·25*	*1·25*	*(a)* Includes Rs. 75,70,000 being the interest charges during construction of Assam Bengal Railway debited to capital.
		1936-37	(a)25,63,26	††1,80,98	1,56,78	24,20	86·63	0·94	
Bengal and North-Western .	3′ 3¾″	*1935-36*	*21,98,62*	*¶¶3,56,19*	*¶1,67,24*	*1,88,95*	*46·95*	*8·59*	
		1936-37	22,08,25	3,78,66	1,77,01	2,01,65	46·75	9·13	
Bengal-Nagpur . . .	5′ 6″, 2′ 6″ and 2′ 0″	*1935-36*	*78,25,59*	*8,75,59*	*6,09,80*	*2,65,79*	*69·64*	*3·40*	
		1936-37	78,34,13	8,41,43	6,69,02	1,72,41	79·51	2·20	
Bombay, Baroda and Central India.	5′ 6″, 3′ 3¾″ and 2′ 6″	*1935-36*	*(b)77,74,17*	*11,94,98*	*6,63,29*	*5,31,69*	*55·51*	*6·84*	*(b)* Includes Rs. 8,08,405 being the capital outlay on the Patri Branch.
		1936-37	(b)77,01,41	12,53,06	7,10,50	5,42,56	56·70	7·04	
Burma	3′ 3¾″	*1935-36*	*34,91,32*	*3,61,51*	*2,83,36*	*78,15*	*78·38*	*2·24*	
		1936-37	34,69,13	3,70,22	2,64,52	1,05,70	71·45	3·05	
Eastern Bengal . . .	5′ 6″, 3′ 3¾″ and 2′ 6″	*1935-36*	*52,88,76*	*5,44,00*	*4,56,90*	*87,10*	*84·00*	*1·65*	
		1936-37	52,76,78	5,90,42	4,64,18	1,26,24	78·60	2·39	
East Indian . . .	5′ 6″	*1935-36*	*(c) 1,47,62,01*	*18,86,37*	*11,80,31*	*7,06,06*	*62·57*	*4·78*	*(c)* Includes Rs. 52,18,000 being the expenditure in England on South Bihar Railway.
		1936-37	(c) 1,48,05,97	19,58,78	11,84,63	7,74,15	60·48	5·23	
Great Indian Peninsula .	5′ 6″ and 2′ 6″	*1935-36*	*1,18,61,30*	*13,19,64*	*9,22,55*	*3,97,09*	*69·91*	*3·35*	
		1936-37	1,18,16,12	13,81,46	8,77,46	5,04,00	63·52	4·27	
Jodhpur . . .	3′ 3¾″	*1935-36*	*5,89,59*	*1,13,76*	*64,09*	*49,67*	*56·34*	*8·42*	
		1936-37	5,90,02	1,21,87	65,36	56,51	53·63	9·43	
Madras and Southern Mahratta.	5′ 6″ and 3′ 3¾″	*1935-36*	*(d)58,47,03*	*‖7,39,35*	*‖4,56,34*	*‖2,83,01*	*‖61·70*	*‖4·84*	*(d)* Includes Rs. 8,87,000 being the capital outlay on the Alnavar-Dandeli Railway.
		1936-37	(d)58,54,55	‖7,56,38	‖4,74,18	‖2,82,20	‖62·70	‖4·82	

* In the case of State-owned railways. † In the case of other than State-owned railways.

‡ On open lines and on lines wholly or partly under construction (including ferries and suspense).

§ Gross earnings and working expenses represent the true earnings and true expenses of a railway in an accounting period irrespective of whether the earnings have been realised or the expenses paid. They are the administrative figures of railway accounts.

‖ Includes Harbour receipts and expenditure.

¶ Includes credits received for working the link (Rs. 3,94,673).

** Excludes 5 on account of Mymensingh Bhairab Bazar Railway share of Netrakona Mohanganj Railway cross traffic.

†† " 6 " " " " " " " " " " "

¶¶ Excludes Link earnings.

‡‡ Please see Note III above.

5. --*Statement of* $\frac{\text{Capital at Charge}^*}{\text{Capital outlay}\dagger}$, *Revenue Earnings and Expenses for the years 1935-36 and 1936-37.* --contd.

(In thousands of rupees.)

Railway System.	Gauge.	Year.	For the system, *i.e.*, both State-owned and other than State-owned portions.						Remarks.
			‡ Total capital at charge. ‡‡	§ Gross earnings.	§ Working expenses.	Net earnings. (Cols. 5–6.)	Percentage of working expenses to gross earnings. $\frac{\text{Col. 6} \times 100}{\text{Col. 5}}$	Percentage of net earnings on total capital at charge given in column 4. $\frac{\text{Col. 7} \times 100}{\text{Col. 4}}$	
1	2	3	4	5	6	7	8	9	10
			Rs.	Rs.	Rs.	Rs.			
Class I—*contd.*									
Nizam's State	5′ 6″	*1935-36*	*14,82,63*	*1,36,31*	*69,96*	*66,35*	*51·32*	*6·13*	
		1936-37	14,86,01	1,46,56	65,88	80,68	44·95	7·67	
	3′ 3⅜″	*1935-36*	**	*75,61*	*51,12*	*24,49*	*67·61*	**	
		1936-37	**	82,24	48,99	33,25	59·56	**	
North Western (Commercial)	5′ 6″ and 2′ 6″	*1935-36*	*1,17,68,83*	*15,11,27*	*9,95,50*	*5,15,77*	*65·87*	*4·38*	
		1936-37	1,17,82,99	16,23,22	9,89,04	6,34,18	60·93	5·38	
North Western (Military)	5′ 6″, and 2′ 6″	*1935-36*	*34,00,68*	*1,34,69*	*2,06,82*	*—72,13*	*153·56*	*—2·12*	
		1936-37	33,79,67	1,37,31	1,99,94	—62,63	145·62	—1·85	
North Western (Total)	..	*1935-36*	*1,51,69,51*	*16,45,96*	*12,02,32*	*4,43,64*	*73·05*	*2·92*	
		1936-37	1,51,62,66	17,60,53	11,88,98	5,71,55	67·54	3·77	
Rohilkund and Kumaon	3′ 3⅜″	*1935-36*	(a)*4,56,69*	*70,37*	*31,63*	*38,74*	*44·95*	*8·48*	(a) Includes [Rs. 87,68,000 being the outlay from Joint Debenture Stock on Lucknow Bareilly Railway.
		1936-37	(a)4,60,92	75,16	34,51	40,65	45·91	8·82	
South Indian	5′ 6″, 3′ 3⅜″ and 2′ 6″	*1935-36*	*47,87,02*	*5,27,65*	*3,38,96*	*1,88,69*	*64·24*	*3·94*	
		1936-37	48,08,81	5,37,62	3,65,05	1,72,57	67·90	3·59	
Total Class I Railways	..	*1935-36*	*8,41,06,77*	*1,00,19,03*	*66,37,41*	*33,81,62*	*66·25*	*4·02*	
		1936-37	8,40,47,02	1,04,35,37	67,47,05	36,88,32	64·66	4·39	
Class II.									
Barsi Light	2′ 6″	*1935-36*	*1,86,04*	*19,26*	*11,35*	*7,91*	*58·91*	*4·25*	
		1936-37	1,85,91	15,35	10,87	4,48	70·82	2·41	
Bengal Doors	3′ 3⅜″	*1935-36*	*1,65,46*	*18,53*	*11,72*	*6,81*	*63·25*	*4·11*	
		1936-37	1,66,00	17,29	10,98	6,31	63·52	3·80	
Bhavnagar State	3′ 3⅜″	*1935-36*	*2,41,38*	*34,38*	*19,70*	*14,68*	*57·29*	*6·08*	
		1936-37	2,47,49	33,18	19,62	13,56	59·14	5·48	
Bikaner State	3′ 3⅜″	*1935-36*	*3,65,31*	*39,08*	*27,66*	*11,42*	*70·78*	*3·13*	
		1936-37	3,65,71	39,41	27,50	11,91	69·78	3·26	
Darjeeling Himalayan	2′ 0″	*1935-36*	*1,08,31*	*17,81*	*12,15*	*5,66*	*68·22*	*5·22*	
		1936-37	1,08,16	17,95	11,95	6,00	66·57	5·55	

* In the case of State-owned railways. † In the case of other than State-owned railways.

‡ On open lines and on lines wholly or partly under construction (including ferries and suspense).

§ Gross earnings and working expenses represent the true earnings and true expenses of a railway in an accounting period irrespective of whether the earnings have been realised or the expenses paid. They are the administrative figures of the railway accounts.

** No separate Capital account is maintained for each gauge, hence shown under Broad Gauge.

‡‡ Please see Note III at page 43.

5.—Statement of $\frac{\text{Capital at Charge*}}{\text{Capital outlay†}}$, Revenue Earnings and Expenses for the years 1935-36 and 1936-37.—contd.

(In thousands of rupees.)

Railway System.	Gauge.	Year.	For the system, *i.e.*, both State-owned and other than State-owned portions.						Remarks.
			‡Total capital at charge.	§ Gross earnings.	§ Working expenses.	Net earnings. (Cols. 5-6).	Percentage of working expenses to gross earnings. $\left(\frac{\text{Col. 6} \times 100}{\text{Col. 5}}\right)$	Percentage of net earnings on total capital at charge given in column 4. $\left(\frac{\text{Col. 7} \times 100}{\text{Col. 4}}\right)$	
1	2	3	4	5	6	7	8	9	10
			Rs.	Rs.	Rs.	Rs.			
Class II—*concld.*									
Dibru-Sadiya	3′ 3½″	*1935-36*	††*1,69,18*	*20,28*	*12,63*	*7,65*	*62·28*	††*4·52*	
		1936-37	‡‡1,70,40	18,82	12,52	6,30	66·52	3·70	
Gaekwar's Baroda State	3′ 3½″	*1935-36*	*1,77,99*	*23,05*	*14,11*	*8,94*	*61·21*	*5·09*	
		1936-37	1,80,90	21,95	14,28	7,67	65·07	4·24	
	2′ 6″	*1935-36*	*3,17,43*	*22,40*	*16,48*	*5,92*	*73·58*	*1·86*	
		1936-37	3,17,31	23,61	16,71	6,90	70·79	2·17	
Gondal	3′ 3½″	*1935-36* (*a*)	*1,40,92*	*22,02*	*11,53*	*10,49*	*52·37*	*7·44*	(*a*) Includes figures for Porbandar State Railway.
		1936-37	1,67,03	26,32	12,49	13,83	47·45	8·28	
Jaipur State	3′ 3½″	1936-37	88,23	12,40	6,42	5,98	51·82	6·77	Previously the figures of Jaipur State Rly. were being included under B. B. & C. I. Railway.
Jamnagar Dwarka	3′ 3½″	*1935-36*	*1,59,05*	*14,78*	*7,89*	*6,89*	*53·41*	*4·33*	
		1936-37	1,59,38	13,15	7,64	5,51	58·05	3·46	
Junagad State	3′ 3½″	*1935-36*	*1,49,75*	*16,73*	*10,25*	*6,48*	*61·29*	*4·33*	
		1936-37	1,59,96	18,10	9,76	8,34	53·91	5·22	
Morvi	3′ 3½″	*1935-36*	*1,09,56*	*18,30*	*10,51*	*8,29*	*55·93*	*7·56*	
		1936-37	1,11,50	18,16	10,36	7,80	57·06	6·29	
Mysore	3′ 3½″	*1935-36*	*3,38,66*	*29,14*	*24,93*	*4,21*	*85·55*	*1·24*	
		1936-37	3,48,34	29,96	25,01	4,95	83·48	1·42	
	2′ 6″	*1935-36*	*43,74*	*3,20*	*2,66*	*54*	*83·12*	*1·23*	
		1936-37	43,75	2,90	2,42	48	83·37	1·10	
	2′ 0″	*1935-36*	*13,11*	*50*	*46*	*4*	*93·36*	*0·25*	
		1936-37	9,83	38	31	7	81·55	0·71	
Shahdara (Delhi)-Saharanpur Light.	2′ 6″	*1935-36*	*51,01*	*9,06*	*4,63*	*4,43*	*51·10*	*8·68*	
		1936 37	51,13	9,66	4,85	4,81	50·20	9·40	
Total Class II Railways	..	*1935-36*	††*27,36,90*	*3,09,02*	*1,98,66*	*1,10,36*	*64·29*	††*4·03*	
		1936-37	28,81,03	3,18,59	2,03,69	1,14,90	63·93	3·99	
Class III.									
Ahmadpur Katwa	2′ 6″	*1935-36*	*20,73*	*88*	*85*	*3*	*96·25*	*0·16*	
		1936-37	20,72	85	96	—11	113·66	—0·53	

* † ‡ § For explanations see footnotes on opposite page.

†† Revised figures.

‡‡ Excludes Rs. 1,50,000 (£10,000) representing the estimated cost of Stores, etc., for the purpose of arriving at the amount of Government Subsidy due to Dibru-Sadiya Railway in the years when a subsidy was payable.

5.—*Statement of* $\frac{\text{Capital at Charge}^*}{\text{Capital outlay}\ \dagger}$, *Revenue Earnings and Expenses for the years 1935-36 and 1936-37* —contd.

(In thousands of rupees.)

Railway System.	Gauge.	Year.	For the system, *i.e.*, both State-owned and other than State-owned portions.						Remarks.
			‡ Total capital at charge.	§ Gross earnings.	§ Working expenses.	Net earnings. (Cols. 5-6.)	Percentage of working expenses to gross earnings. $\left(\frac{\text{Col. 6} \times 100}{\text{Col. 5}}\right)$	Percentage of net earnings on total capital at charge given in column 4. $\left(\frac{\text{Col. 7} \times 100}{\text{Col. 4}}\right)$	
1	2	3	4	5	6	7	8	9	10
			Rs.	Rs.	Rs.	Rs.			
CLASS III—*contd.*									
Arrah-Sasaram	2′ 6″	*1935-36*	*25,57*	*3,55*	*2,39*	*1,16*	*67·20*	*4·55*	
		1936-37	25,52	3,27	2,27	1,00	69·30	3·90	
Bankura Damoodar River	2′ 6″	*1935-36*	*40,01*	*1,11*	*1,46*	*—35*	*131·28*	*—0·87*	
		1936-37	40,19	1,14	1,24	—10	108·45	—0·25	
Baraset-Basirhat Light	2′ 6″	*1935-36*	*26,06*	*5,46*	*4,34*	*1,12*	*79·51*	*4·29*	
		1936-37	26,37	4,21	3,93	28	93·20	1·00	
Bengal Provincial	2′ 6″	*1935-36*	*15,12*	*86*	*89*	*—3*	*103·84*	*—0·19*	
		1936-37	15,11	96	92	4	96·11	0·25	
Bukhtiarpur-Bihar Light	2′ 6″	*1935-36*	*15,31*	*2,57*	*1,87*	*70*	*72·80*	*4·55*	
		1936-37	15,41	2,82	2,16	66	76·60	4·20	
Burdwan-Katwa	2′ 6″	*1935-36*	*20,40*	*1,13*	*1,13*	..	*99·93*	..	
		1936-37	20,42	1,12	1,17	—5	104·32	—0·24	
Cutch State	2′ 6″	*1935-36*	*23,34*	*2,22*	*1,36*	*86*	*61·16*	*3·70*	
		1936-37	23,67	2,50	1,46	1,04	58·50	4·38	
Dehri-Rohtas Light	2′ 6″	*1935-36*	*12,48*	*1,89*	*1,25*	*64*	*66·40*	*5·08*	
		1936-37	12,46	1,65	1,41	24	85·62	1·90	
Dholpur State	2′ 6″	*1935-36*	*17,41*	*1,75*	*1,21*	*54*	*69·39*	*3·26*	
		1936-37	17,46	1,57	1,25	32	79·52	1·95	
Futwah-Islampur	2′ 6″	*1935-36*	*19,51*	*1,09*	*99*	*10*	*90·80*	*0·51*	
		1936-37	19,00	90	1,05	—15	117·30	—0·77	
Gwalior Light	2′ 0″	*1935-36*	*1,22,63*	*7,53*	*5,58*	*1,95*	*74·10*	*1·59*	
		1936-37	1,23,00	9,51	6,06	3,45	63·72	2·80	
Howrah Amta Light	2′ 0″	*1935-36*	*31,87*	*8,78*	*6,33*	*2,45*	*72·12*	*7·67*	
		1936-37	31,75	8,34	5,95	2,39	71·30	7·53	
Howrah-Sheakahla Light	2′ 0″	*1935-36*	*8,56*	*1,95*	*1,59*	*36*	*81·31*	*4·26*	
		1936-37	8,63	1,94	1,59	35	81·80	4·10	
Jagadhri Light	2′ 0″	*1935-36*	*1,13*	*12*	*12*	..	*99·72*	*0·03*	
		1936-37	1,13	17	14	3	80·14	3·04	

* In the case of State-owned railways. †In the case of other than State-owned railways.

‡ On open lines and on lines wholly or partly under construction (including ferries and suspense).

§ Gross earnings and working expenses represent the true earnings and true expenses of a railway in an accounting period irrespective of whether the earnings have been realised or the expenses paid. They are the administrative figures of railway accounts.

5.—*Statement of* $\frac{\text{Capital at Charge*}}{\text{Capital outlay†}}$, *Revenue Earnings and Expenses for the years 1935-36 and 1936-37.*

—concld.

(In thousands of rupees.)

Railway System.	Gauge.	Year.	For the system, i.e., both State-owned and other than State-owned portions. ‡ Total capital at charge.	§ Gross earnings.	§ Working expenses.	Net earnings. (Cols. 5—6.)	Percentage of working expenses to gross earnings. (Col. 6 × 100 / Col. 5)	Percentage of net earnings on total capital at charge given in column 4. (Col. 7 × 100 / Col. 4)	Remarks.
1	2	3	4	5	6	7	8	9	10
Class III—*concld.*			Rs.	Rs.	Rs.	Rs.			
Jessore-Jhenidah . .	2′ 6″	*1935-36*	§§	§§	§§	§§	§§	§§	
		1936-37	§§	§§	§§	§§	§§	§§	
Jorhat (Provincial) . .	2′ 0″	*1935-36*	*13,22*	*1,27*	*1,48*	*—21*	*116·82*	*—1·59*	
		1936-37	13,22	1,13	1,49	—36	132·25	—2·72	
Kalighat-Falta . . .	2′ 6″	*1935-36*	*24,13*	*1,51*	*1,58*	*—7*	*104·83*	*—0·29*	
		1936-37	24,18	1,60	1,47	13	92·15	0·52	
Kulasekarapatnam Light .	2′ 0″	*1935-36*	*5,54*	*70*	*69*	*1*	*98·44*	*—0·19*	
		1936-37	4,91	64	1,21	—57	188·69	—11·58	
Matheran Light . .	2′ 0″	*1935-36*	*12,44*	*85*	*58*	*27*	*68·23*	*2·17*	
		1936-37	12,44	1,01	69	32	68·31	2·57	
Porbandar State . .	3′ 3¼″	*1935-36*	*28,30*	*3,50*	*1,96*	*1,54*	*55·93*	*5·45*	
		1936-37		Included under Gondal.					
Tezpore-Balipara Light .	2′ 6″	*1935-36*	*4,87*	*1,52*	*1,17*	*35*	*77·03*	*7·13*	
		1936-37	4,87	1,54	1,20	34	77·71	6·98	
Trivellore Light . .	2′ 0″	*1935-36*	*1,18*	*2*	*4*	*—2*	*197·38*	*—1·69*	
		1936-37	1,18	1	4	—3	332·27	—2·54	
Udaipur-Chitorgarh . .	3′ 3¼″	*1935-36*	*1,22,01*	*6,69*	*4,72*	*1,97*	*70·47*	*1·61*	
		1936-37	1,25,63	8,33	6,20	2,13	74·42	1·69	
Total Class III Railways	..	*1935-36*	*6,11,82*	*56,95*	*43,58*	*13,37*	*76·52*	*2·19*	
		1936-37	5,87,87	55,21	43,86	11,35	79·44	1·93	
Other items not included in the preceding heads (a).	..	*1935-36*	*5,01,84*	*—83*	*2,14,23*	*—2,15,06*	..	..	
		1936-37	4,96,88	—2,44	—1,79	—65	..	..	
Grand Total	..	*1935-36*	††*8,79,57,33*	*1,03,84,17*	*70,93,88*	*32,90,29*	*68·31*	††*3·74*	
		1936-37	8,80,12,80 (b)	1,08,06,73	69,92,81	38,13,92	64·71	4·33	

* † ‡ § — For explanations see footnotes on opposite page.

§§ Figures not available. Closed to all kinds of traffic from 1-5-1936.

†† Revised figures.

(a) The details for the last year are given in the Report for that year, and those for the current year are as follows (in thousands of rupees):—

	Capital at charge.
Coal Department	1,86,67
Abandoned Projects	32,26
Controller of Railway Accounts' account current	2,76,56
United Provinces (Distillery siding)	1,39
Total	4,96,88

Gross Earnings.

—1,33	Gross Earnings of Bezwada Extension & Dhone Kurnool Railways.
—1,13	Gross Earnings of Jorhat (Provincial) Railway.
+2	Due to rounding off.
—2,44	

Working Expenses.

—7,30	Adjustment of Tirhoot Railway.
—10	Working Expenses of Bezwada Extension and Dhone Kurnool Railways.
—1,26	Working Expenses of R. & K. Railway.
—1,49	Working Expenses of Jorhat (Provincial) Railway.
+8,34	Contribution to Depreciation Reserve Fund Misc.
+2	Due to rounding off.
—1,79	

(b)

	1935-36.	1936-37.
State owned..	7,89,16,64	7,89,02,47
Other than State owned ..	††90,40,69	91,10,33
	††8,79,57,33	8,80,12,80

6. *Details of Gross Earnings of each Railway System for the years 1935-36 and 1936-37.*

[In thousands of rupees.]

Note.—"Credits for released materials" previously accounted for under "Earnings" in the case of class I Railways, are booked under "Depreciation Reserve Fund" from 1936-37.

Railway System.	Gauge.	Year.	Coaching earnings.			Goods earnings.			Miscellaneous earnings.		Total gross earnings (*excluding* refunds).
			Earnings from passengers carried (including refunds.)	Other coaching earnings (including refunds).	Total coaching earnings (*excluding* refunds).	Earnings from goods carried (including refunds).	Other goods earnings (including refunds).	Total goods earnings (*excluding* refunds).	Electric telegraph earnings (*excluding* refunds).	Other miscellaneous earnings (*excluding* refunds).	
1	2	3	4	5	6	7	8	9	10	11	12
CLASS I.			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Assam Bengal	3' 3¾"	*1935-36*	*57,60*	*9,02*	*66,57*	*95,28*	*65*	*95,78*	*23*	*9,16*	*1,71,74*
		1936-37	62,56	8,97	71,41	1,01,01	71	1,01,52	25	7,80	1,80,98
Bengal and North-Western	3' 3¾"	*1935-36*	*1,39,51*	*13,98*	**1,47,66*	*2,15,93*	*1,75*	*2,03,13*	*42*	*4,98*	*3,56,19*
		1936-37	1,39,09	12,85	*1,46,07	2,36,84	94	*2,21,46	42	10,71	3,78,66
Bengal-Nagpur	5' 6"	*1935-36*	*1,48,78*	*30,81*	*1,79,54*	*6,38,80*	*2,95*	*6,41,11*	*32*	*22,48*	*8,43,45*
		1936-37	1,41,33	32,50	1,73,64	6,22,44	2,80	6,24,14	33	12,03	8,10,14
	2' 6"	*1935-36*	*12,66*	*1,24*	*13,90*	*17,15*	*36*	*17,46*	*5*	*73*	*32,14*
		1936-37	11,57	1,19	12,76	17,75	51	18,24	5	24	31,29
Bombay, Baroda and Central India.	5' 6"	*1935-36*	*2,07,08*	*50,63*	*2,57,71*	*4,05,29*	*—1,33*	*4,02,58*	*45*	*16,51*	*6,77,25*
		1936-37	2,07,91	53,69	2,61,52	4,49,32	—4,00	4,44,84	47	11,80	7,18,63
	3' 3¾"	*1935-36*	*1,78,00*	*20,03*	*1,97,99*	*3,00,97*	*1,33*	*3,00,62*	*49*	*8,40*	*5,07,60*
		1936-37	1,65,68	19,35	1,85,02	3,30,25	1,41	3,31,18	48	6,58	5,23,26
	2' 6"	*1935-36*	*4,70*	*29*	*4,99*	*5,06*	*2*	*5,04*	*3*	*17*	*10,23*
		1936-37	4,79	32	5,11	5,93	1	5,93	3	10	11,17
Burma	3' 3¾"	*1935-36*	*91,56*	*12,76*	*1,04,25*	*2,49,57*	*38*	*2,49,59*	*33*	*7,34*	*3,61,51*
		1936-37	95,99	13,11	1,09,02	2,55,23	42	2,54,35	33	6,52	3,70,22
Eastern Bengal	5' 6"	*1935-36*	*1,17,48*	*24,88*	*1,42,30*	*1,87,23*	*9,60*	*1,96,55*	*19*	*11,76*	*3,50,80*
		1936-37	1,18,77	25,71	1,44,41	2,15,54	9,53	2,24,73	20	11,57	3,80,91
	3' 3¾" and 2' 6"	*1935-36*	*66,06*	*7,93*	*73,96*	*1,10,82*	*69*	*1,11,37*	*19*	*7,68*	*1,93,20*
		1936-37	69,95	8,14	78,04	1,26,27	70	1,26,78	19	4,50	2,09,51
East Indian	5' 6"	*1935-36*	*5,03,11*	*75,14*	*5,78,25*	*12,54,73*	*3,07*	*12,57,68*	*1,19*	*49,25*	**18,86,37*
		1936-37	4,87,89	77,33	5,64,72	13,46,70	3,35	13,48,82	1,23	44,01	*19,58,78
Great Indian Peninsula	5' 6"	*1935-36*	*3,33,45*	*92,64*	*4,25,38*	*8,44,85*	*4,01*	*8,46,63*	*1,01*	*37,88*	*13,10,90*
		1936-37	3,27,89	97,70	4,25,27	9,21,78	6,90	9,26,82	1,17	19,58	13,72,84
	2' 6"	*1935-36*	*2,92*	*32*	*3,24*	*5,38*	*4*	*5,41*	*1*	*8*	*8,74*
		1936-37	2,24	24	2,48	6,04	3	6,06	1	7	8,62
Jodhpur	3' 3¾"	*1935-36*	*40, 4*	*5,05*	*45,78*	*62,63*	*20*	*62,63*	*13*	*5,22*	*1,13,76*
		1936-37	41,97	5,48	47,43	69,91	23	70,02	16	4,26	1,21,87
Madras and Southern Mahratta.	5' 6"	*1935-36*	*1,32,66*	*28,68*	*1,61,24*	*2,50,49*	*73*	*2,50,84*	*14*	*11,17*	*4,23,39*
		1936-37	1,27,74	29,12	1,56,73	2,67,04	1,32	2,68,06	16	9,42	4,34,37
	3' 3¾"	*1935-36*	*83,77*	*14,61*	*98,35*	*1,96,89*	*83*	*2,05,41*	*23*	*11,97*	*‡3,15,96*
		1936-37	81,76	13,38	95,09	2,10,77	82	2,20,02	22	6,68	‡3,22,01
Nizam's State	5' 6"	*1935-36*	*31,83*	*9,39*	*41,06*	*92,58*	*56*	*93,03*	*34*	*1,88*	*1,36,31*
		1936-37	31,19	9,77	40,74	1,02,82	53	1,03,29	36	2,17	1,46,56
	3' 3¾"	*1935-36*	*26,77*	*3,22*	*29,97*	*44,02*	*32*	*44,25*	*22*	*1,17*	*75,61*
		1936-37	27,06	3,23	30,27	50,08	32	50,36	22	1,30	82,24

* Excluding the Cawnpore-Barhwal (3' 3¾" gauge) link earnings, which, as to details, are included with the Bengal and North-Western Railway, and totals with the sundry earnings of the E. I. Railway.

‡ Includes Harbour earnings.

6.—*Details of Gross Earnings of each Railway System for the years 1935-36 and 1936-37*—contd.

[In thousands of rupees.]

Railway System.	Gauge.	Year.	Coaching earnings.			Goods earnings.			Miscellaneous earnings.		Total gross earnings (*excluding* refunds).
			Earnings from passengers carried (including refunds).	Other coaching earnings (including refunds).	Total coaching earnings (*excluding* refunds).	Earnings from goods carried (including refunds).	Other goods earnings (including refunds).	Total goods earnings (*excluding* refunds).	Electric telegraph earnings (*excluding* refunds).	Other miscellaneous earnings (*excluding* refunds).	
1	2	3	4	5	6	7	8	9	10	11	12
			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
CLASS I—*contd.*											
North Western (Commercial)	5′ 6″	*1935-36*	§	§	§	*9,18,76*	*6,54*	*9,22,96*	*1,52*	*55,45*	*14,82,95*
		1936-37	§	§	§	10,37,84	12,90	10,46,46	1,79	30,11	15,92,61
	2′ 6″	*1935-36*	§	§	§	*14,68*	*50*	*15,15*	*2*	*68*	*28,32*
		1936-37	§	§	§	16,67	50	17,11	4	29	30,61
North Western (Military)	5′ 6″	*1935-36*	§	§	§	*74,02*	*34*	*74,17*	*21*	*9,88*	*1,29,06*
		1936-37	§	§	§	80,79	87	81,33	20	1,99	1,31,60
	2′ 6″	*1935-36*	§	§	§	*3,47*	*5*	*3,51*	*2*	*12*	*5,63*
		1936-37	§	§	§	3,74	5	3,77	1	15	5,71
North Western (Total)	5′ 6″ & 2′ 6″	*1935-36*	*4,73,00*	*91,70*	*5,64,27*	*10,10,93*	*7,43*	*10,15,79*	*1,77*	*64,13*	*16,45,96*
		1936-37	4,84,38	93,67	5,77,28	11,39,04	14,32	11,48,67	2,04	32,54	17,60,53
Rohilkund and Kumaon	3′ 3⅜″	*1935-36*	*23,83*	*2,96*	*26,77*	*40,57*	*24*	*40,62*	*6*	*2,92*	*70,37*
		1936-37	23,67	3,02	26,67	45,40	27	45,61	6	2,82	75,16
South Indian	5′ 6″	*1935-36*	*59,33*	*11,60*	*70,89*	*1,08,07*	*64*	*1,08,43*	*9*	*2,70*	*1,82,11*
		1936-37	58,07	12,92	70,89	1,14,05	75	1,14,65	9	1,82	1,87,45
	3′ 3⅜″	*1935-36*	*1,59,33*	*13,94*	*1,73,18*	*1,55,09*	*2,02*	*1,56,82*	*26*	*13,30*	*3,43,56*
		1936-37	1,55,52	14,31	1,69,72	1,64,90	2,03	1,66,65	27	10,98	3,47,62
	2′ 6″	*1935-36*	*79*	*6*	*85*	*1,09*	*1*	*1,10*	*Nil*	*3*	*1,98*
		1936-37	1,41	5	1,46	1,07	1	1,08	Nil	1	2,55
Total Class I Railways	..	*1935-36*	*28,94,96*	*5,20,93*	*34,03,10*	*62,93,42*	*36,49*	*63,11,87*	*8,15*	*2,90,91*	*1,00,19,03*
		1936-37	28,68,43	5,36,05	33,95,75	68,00,18	43,91	68,23,28	8,74	2,07,60	1,04,35,37
CLASS II.*											
Barsi Light	2′ 6″	*1935-36*	*8,20*	*85*	*9,05*	*9,71*	*8*	*9,79*	*4*	*38*	*19,26*
		1936-37	6,30	77	7,07	7,79	8	7,87	4	37	15,35
Bengal Dooars	3′ 3⅜″	*1935-36*	*3,26*	*73*	*3,99*	*14,29*	*3*	*14,32*	*2*	*20*	*18,53*
		1936-37	3,25	71	3,97	13,03	3	13,06	2	24	17,29
Bhavnagar State	3′ 3⅜″	*1935-36*	*15,24*	*1,46*	*16,70*	*16,39*	*14*	*16,53*	*46*	*69*	*34,38*
		1936-37	14,62	1,40	16,02	15,93	11	16,04	34	78	33,18
Bikaner State	3′ 3⅜″	*1935-36*	*16,90*	*1,61*	*18,51*	*19,66*	*7*	*19,73*	*16*	*68*	*39,08*
		1936-37	17,21	1,85	19,06	19,33	7	19,40	19	76	39,41
Darjeeling-Himalayan	2′ 0″	*1935-36*	*2,99*	*1,38*	*4,37*	*12,73*	*5*	*12,78*	*2*	*14*	*17,31*
		1936-37	3,10	2,15	5,25	12,49	3	12,52	2	16	17,95
Dibru-Sadiya	3′ 3⅜″	*1935-36*	*3,71*	*59*	*4,30*	*15,51*	*3*	*15,54*	*1*	*43*	*20,28*
		1936-37	3,27	59	3,86	14,60	2	14,62	1	33	18,82
Gaekwar's Baroda State	3′ 3⅜″	*1935-36*	*13,89*	*96*	*14,85*	*7,90*	*2*	*7,92*	*3*	*25*	*23,05*
		1936-37	13,21	85	14,06	7,42	4	7,46	3	40	21,95
	2′ 6″	*1935-36*	*9,96*	*54*	*10,50*	*10,32*	*3*	*10,35*	*12*	*1,43*	*22,40*
		1936-37	10,33	53	10,86	11,55	4	11,59	12	1,04	23,61
Gondal	3′ 3⅜″	*1935-36*	*9,77*	*1,02*	*10,79*	*9,40*	*3*	*9,43*	*12*	*1,68*	*22,02*
		†1936-37	11,11	1,13	12,24	11,82	7	11,89	17	2,02	26,32

* Excludes refunds.

†Includes figures of Porbandar State Railway for 7 months only, viz. from 1st September 1936 to 31st March 1937, as the working of the line was taken over by Gondal Railway from 1st September 1936.

§ Figures not required.

6.—*Details of Gross Earnings of each Railway System for the years 1935-36 and 1936-37*—contd.

[In thousands of rupees.]

Railway System.	Gauge.	Year.	Coaching earnings.			Goods earnings.			Miscellaneous earnings.		Total gross earnings (*excluding* refunds).
			Earnings from passengers carried (*excluding* refunds).	Other coaching earnings (*excluding* refunds).	Total coaching earnings (*excluding* refunds).	Earnings from goods carried (*excluding* refunds).	Other goods earnings (*excluding* refunds).	Total goods earnings (*excluding* refunds).	Electric telegraph earnings (*excluding* refunds).	Other miscellaneous earnings (*excluding* refunds).	
1	2	3	4	5	6	7	8	9	10	11	12
CLASS II—*concld.*			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Jaipur State	3′ 3⅜″	*1935-36*	‡	‡	‡	‡	‡	‡	‡	‡	‡
		1936-37	6,85	45	7,30	4,95	3	4,98	3	9	12,40
Jamnagar Dwarka	3′ 3⅜″	*1935-36*	*6,12*	*53*	*6,65*	*7,27*	*7*	*7,34*	*4*	*75*	*14,78*
		1936-37	5,91	43	6,34	5,95	1	5,96	4	81	13,15
Junagad State	3′ 3⅜″	*1935-36*	*8,22*	*61*	*8,83*	*7,31*	*3*	*7,34*	*7*	*49*	*16,73*
		1936-37	8,78	64	9,42	8,16	2	8,18	7	43	18,10
Morvi	3′ 3⅜″	*1935-36*	*8,83*	*1,35*	*10,18*	*8,20*	*2*	*8,22*	*11*	*29*	*18,80*
		1936-37	8,45	1,28	9,73	8,03	2	8,05	11	27	18,16
Mysore	3′ 3⅜″	*1935-36*	*14,82*	*1,20*	†16,02	*12,43*	*14*	†12,57	*1*	*54*	†29,14
		1936-37	15,27	1,17	†16,44	12,72	16	†12,88	2	62	†29,96
	2′ 6″	*1935-36*	*1,91*	*7*	*1,98*	*1,19*	*1*	*1,20*	*Nil*	*2*	*3,20*
		1936-37	1,92	6	1,98	90	1	91	Nil	1	2,90
	2′ 0″	*1935-36*	*11*	*Nil*	*11*	*39*	*Nil*	*39*	*Nil*	*Nil*	*50*
		1936-37	9	Nil	9	29	Nil	29	Nil	Nil	38
Shahdara (Delhi) Saharanpur Light.	2′ 6″	*1935-36*	*4,56*	*13*	*4,69*	*4,28*	..	*4,28*	*Nil*	*9*	*9,06*
		1936-37	4,57	18	4,75	5,01	—23	4,78	Nil	13	9,66
Total Class II Railways	..	*1935-36*	*1,28,49*	*13,53*	*1,42,02*	*1,56,93*	*75*	*1,57,73*	*1,21*	*8,06*	*3,09,02*
		1936-37	1,34,25	14,19	1,48,44	1,59,97	51	1,60,48	1,21	8,46	3,18,59
CLASS III.											
Aden	3′ 3⅜″	*1935-36*	*	*	*	*	*	*	*	*	*
		1936-37	*	*	*	*	*	*	*	*	*
Ahmadpur-Katwa	2′ 6″	*1935-36*	*67*	*3*	*70*	*15*	*Nil*	*15*	*Nil*	*3*	*88*
		1936-37	63	2	65	18	Nil	18	Nil	2	85
Arrah-Sasaram	2′ 6″	*1935-36*	*2,19*	*5*	*2,24*	*1,29*	*Nil*	*1,29*	*Nil*	*2*	*3,55*
		1936-37	2,13	5	2,18	1,05	Nil	1,05	Nil	4	3,27
Bankura Damoodar River	2′ 6″	*1935-36*	*74*	*3*	*77*	*32*	*Nil*	*32*	*Nil*	*2*	*1,11*
		1936-37	69	3	72	40	Nil	40	Nil	2	1,14
Baraset-Basirhat Light	2′ 6″	*1935-36*	*3,65*	*41*	*4,06*	*1,36*	*Nil*	*1,36*	..	*4*	*5,46*
		1936-37	2,82	17	2,99	1,15	Nil	1,15	..	7	4,21
Bengal Provincial	2′ 6″	*1935-36*	*55*	*4*	*59*	*13*	*Nil*	*13*	*1*	*13*	*86*
		1936-37	53	4	57	23	Nil	23	..	16	96
Bukhtiarpur Bihar Light	2′ 6″	*1935-36*	*1,49*	*9*	*1,58*	*96*	*1*	*97*	*Nil*	*2*	*2,57*
		1936-37	1,88	8	1,96	81	3	84	Nil	2	2,82
Burdwan Katwa	2′ 6″	*1935-36*	*90*	*5*	*95*	*16*	*Nil*	*16*	*Nil*	*2*	*1,13*
		1936-37	85	5	90	19	Nil	19	Nil	3	1,12
Cutch State	2′ 6″	*1935-36*	*1,18*	*16*	*1,34*	*69*	*15*	*84*	*Nil*	*4*	*2,22*
		1936-37	1 24	25	1,49	77	17	94	Nil	7	2,50

* Information not available due to the closing of the Railway from 1st August 192[illegible].

† Includes Shimoga Anandapuram Section Bus collections.

‡ Included under B. B. and C. I. Railway.

6.—*Details of Gross Earnings of each Railway System for the years 1935-36 and 1936-37*—concld.

[In thousands of rupees.]

Railway System.	Gauge.	Year.	Coaching earnings.			Goods earnings.			Miscellaneous earnings.		Total gross earnings (*excluding* refunds).
			Earnings from passengers carried (*excluding* refunds).	Other coaching earnings (*excluding* refunds).	Total coaching earnings (*excluding* refunds).	Earnings from goods carried (*excluding* refunds).	Other goods earnings (*excluding* refunds).	Total goods earnings (*excluding* refunds).	Electric telegraph earnings (*excluding* refunds).	Other miscellaneous earnings (*excluding* refunds).	
1	2	3	4	5	6	7	8	9	10	11	12
CLASS III—*concld.*			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Dohri-Rohtas Light	2′ 6″	*1935-36*	*23*	*1*	*24*	*1,55*	*4*	*1,59*	*1*	*5*	*1,89*
		1936-37	19	1	20	1,37	2	1,39	1	5	1,65
Dholpur State	2′ 6″	*1935-36*	*56*	*1*	*57*	*1,16*	*Nil*	*1,16*	*1*	*1*	*1,75*
		1936-37	44	1	45	1,10	Nil	1,10	1	1	1,57
Futwah-Islampur	2′ 6″	*1935-36*	*79*	*2*	*81*	*25*	*1*	*26*	*Nil*	*2*	*1,09*
		1936-37	60	2	62	23	1	24	Nil	4	90
Gwalior Light	2′ 0″	*1935-36*	*3,28*	*13*	*3,41*	*3,83*	*5*	*3,88*	*8*	*16*	*7,53*
		1936-37	3,22	19	3,41	5,73	12	5,85	11	14	9,51
Howrah-Amta Light	2′ 0″	*1935-36*	*6,89*	*28*	*7,17*	*1,55*	*Nil*	*1,55*	..	*6*	*8,78*
		1936-37	6,45	29	6,74	1,56	Nil	1,56	..	4	8,34
Howrah-Shoakhala Light	2′ 0″	*1935-36*	*1,03*	*68*	*1,71*	*23*	*Nil*	*23*	*Nil*	*1*	*1,95*
		1936-37	1,07	59	1,66	27	Nil	27	Nil	1	1,94
Jagadhri Light	2′ 0″	*1935-36*	*4*	..	*4*	*8*	*Nil*	*8*	*Nil*	..	*12*
		1936-37	5	..	5	8	Nil	8	Nil	4	17
Jessore Jhenidah	2′ 6″	*1935-36*	‡	‡	‡	‡	‡	‡	‡	‡	‡
		1936-37	*	*	*	*	*	*	*	*	*
Jorhat (Provincial)	2′ 0″	*1935-36*	†	†	†	†	†	†	†	†	*1,21*
		1936-37	†	†	†	†	†	†	†	†	1,13
Kalighat-Falta	2′ 6″	*1935-36*	*1,04*	*2*	*1,06*	*35*	*Nil*	*35*	*Nil*	*10*	*1 51*
		1936-37	1,11	2	1,13	41	Nil	41	Nil	6	1,60
Kulasekarapatnam Light	2′ 0″	*1935-36*	*44*	..	*44*	*26*	*Nil*	*26*	*Nil*	*Nil*	*70*
		1936-37	43	..	43	21	Nil	21	Nil	Nil	64
Matheran Light	2′ 0″	*1935-36*	*61*	*11*	*72*	*10*	*Nil*	*10*	*Nil*	*3*	*85*
		1936-37	65	13	78	11	Nil	11	Nil	12	1,01
Porbandar State	2′ 3½″	*1935-36*	*1,27*	*12*	*1,39*	*1,30*	*7*	*1,37*	*12*	*62*	*3,50*
		1936-37	††	††	††	††	††	††	††	††	††
Tenpore-Belipara Light	2′ 6″	*1935-36*	*56*	*12*	*68*	*75*	*Nil*	*75*	*1*	*3*	*1,52*
		1936-37	55	13	68	80	Nil	80	1	5	1,54
Trivellore Light	2′ 0″	*1935-36*	*2*	†	*2*	†	†	†	†	†	*2*
		1936-37	*1*	†	1	†	†	†	†	†	1
Udaipur Chitorgarh	3′ 3½″	*1935-36*	*4,10*	*41*	*4,51*	*2,06*	*2*	*2,08*	*3*	*7*	*6,69*
		1936-37	4,98	62	5,60	2,56	4	2,60	4	9	8,33
Total Class III Railways	..	*1935-36*	*32,23*	*2,77*	*35,00*	*18,53*	*35*	*18,88*	*27*	*1,53*	*56,95*
		1936-37	30,52	2,70	33,22	19,21	39	19,60	18	1,08	55,21
Other items not included in the preceding heads.§	..	*1935-36*	..	..	..	..	..	..	..	..	*—83*
		1936-37	..	..	..	..	..	..	..	..	—2,44
GRAND TOTAL	..	*1935-36*	*(a) 30,55,68*	*(a) 5,37,23*	*35,85,12*	*(a) 64,68,93*	*(a) 37,59*	*64,88,48*	*9,63*	*3,00,50*	*1,03 84,17*
		1936-37	(a) 30,33,20	(a) 5,52,94	35,77,41	(a) 69,79,36	(a) 44,81	70,03,36	10,13	2,17,14	1,08,06,73

* Closed to all kinds of traffic from 1st May 1936.
† Information not furnished.
(a) Includes refunds in the case of Class I Railways but excludes the same in the case of Class II and III Railways.
§ For details see foot-note in statement No. 5 for the year concerned.
‡ Figures not available.
†† Included under Gondal Railway.

7.—*Details of Working Expenses of each Railway*

NOTE—Up to the year 1935-36, the figures of total working expenses of *other than* State-managed railways (Class I) included and N. S. railways in respect of other than State-owned portions of their railway systems) include the

Railway System.	Gauge.	Year.	*Maintenance of Structural Works.*		*Maintenance and supply of Locomotive Power.*		*Maintenance of Carriage and Wagon Stock.*		*Electric Service Department.*	
			Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.
1	2	3	4	5	6	7	8	9	10	11
CLASS I.										
Assam-Bengal	3′ 3⅜″	*1935-36*	*29,44*	*17·14*	*28,71*	*16·72*	*11,32*	*6·59*	..	..
		1936-37	28,06	15·51	29,70	16·40	11,12	6·15	..	.
Bengal and North-Western‡	3′ 3⅜″	*1935-36*	*45,12*	*12·67*	*(a)45,18*	*12·68*	*(b)13,58*	*3·81*	..	..
		1936-37	32,38	8·55	43,91	11·60	12,51	3·30	..	..
Bengal-Nagpur	5′ 6″	*1935-36*	*¶85,00*	*10·03*	*1,52,31*	*18·06*	*77,46*	*9·18*	..	..
		1936-37	83,14	10·26	1,45,84	18·00	67,79	8·37	..	..
	2′ 6″	*1935-36*	*¶8,98*	*27·94*	*11,77*	*36·62*	*5,04*	*15·68*	..	..
		1936-37	9,21	29·43	12,45	39·80	4,70	15·03	..	..
Bombay, Baroda and Central India.	5′ 6″	*1935-36*	*41,52*	*6·13*	*92,58*	*13·67*	*39,78*	*5·87*	*30,11*	*4·44*
		1936-37	43,13	6·00	93,41	13·00	37,76	5·25	31,17	4·34
	3′ 3⅜″	*1935-36*	*32,88*	*6·48*	*90,82*	*17·90*	*28,85*	*5·68*	*9,89*	*1·95*
		1936-37	31,55	6·03	92,07	17·59	29,37	5·61	9,78	1·87
	2′ 6″	*1935-36*	*1,74*	*17·01*	*2,86*	*27·97*	*1,08*	*10·60*	*8*	*0·82*
		1936-37	1,34	12·02	2,75	24·57	1,05	9·42	8	0.74
Burma	3′ 3⅜″	*1935-36*	*51,39*	*14·22*	*73,79*	*20·40*	*18,57*	*5·14*	..	..
		1936-37	42,39	11·45	69,46	18·76	15,46	4·18	..	..
Eastern Bengal	5′ 6″	*1935-36*	*51,14*	*14·60*	*68,73*	*19·60*	*29,40*	*8·38*	..	..
		1936-37	49,08	12·90	70,34	18·50	28,81	7·56	..	..
	3′ 3⅜″	*1935-36*	*20,67*	*10·80*	*30,83*	*16·10*	*15,34*	*7·99*	..	..
		1936-37	18,85	9·05	30,92	14·80	16,14	7·75	..	..
	2′ 6″	*1935-36*	*21*	*17·30*	*45*	*37·40*	*9*	*7·82*	..	..
		1936-37	20	16·10	55	45·30	10	8·35	..	..
East Indian	5′ 6″	*1935-36*	*1,35,30*	*7·17*	*2,78,17*	*14·75*	*1,24,46*	*6·60*	..	..
		1936-37	1,32,75	6·78	2,86,07	14·61	1,14,58	5·85	..	..
Great Indian Peninsula	5′ 6″	*1935-36*	*†1,04,72*	*†7·99*	*†2,04,24*	*†15·58*	*†81,49*	*†6·22*	*73,58*	*5·61*
		1936-37	91,01	6·63	2,01,69	14·69	77,23	5·63	71,37	5·20
	2′ 6″	*1935-36*	*†1,26*	*†14·42*	*†2,06*	*†23·57*	*†51*	*†5·72*	..	..
		1936-37	1,30	15·08	1,90	22·04	51	5·92	..	..
Jodhpur	3′ 3⅜″	*1935-36*	*8,91*	*7·84*	*16,78*	*14·75*	*5,47*	*4·81*	..	..
		1936-37	10,02	8·22	17,68	14·51	5,88	4·63	..	..

† Revised figures.

‡ Credits received for working the 'Link' are included in the figures of working expenses for the year 1935-36 as specified below, but the same are credited to earnings with effect from the accounts for April 1936.

(*a*) Includes	Rs. 2,02,270	On a/c of Credits received for working the 'link.'	
(*b*) ,,	Rs. 44,401	,,	,,
(*c*) ,,	Rs. 59,201	,,	,,
(*d*) ,,	Rs. 39,467	,,	,,
(*e*) ,,	Rs. 49,334	,,	,,
(*f*) ,,	Rs. 3,94,673	,,	,,

system for the years 1935-36 and 1936-37. ***(In thousands of rupees.)***

actual expenditure on 'Replacement and Renewals', but from 1936-37, all Class I railways (except B. & N. W., R. & K., Jodhpur figures of 'Appropriation to Depreciation Reserve Fund' instead.

Maintenance and working of Ferry Steamers and Harbours.		*Expenses of Traffic Department.*		*Expenses of General Departments.*		*Miscellaneous Expenses.*		§*Appropriation to Depreciation Reserve fund.*		*Total Working Expenses.*		Railway System.
Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings	Rs.	Per cent of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	
12	13	14	15	16	17	18	19	20	21	22	23	24
												CLASS I.
5,15	*3·00*	*24,27*	*14·14*	*12,06*	*7·02*	*8,32*	*4·84*	**20,27*	*11·80*	*1,39,54*	*81·25*	Assam-Bengal.
5,24	2·90	21,44	11·85	12,22	6·75	9,06	5·00	39,94	22·07	1,56,78	86·63	
7,99	*2·24*	*(c) 32,47*	*9·12*	*(d) 16,20*	*4·55*	*(e) 6,70*	*1·88*	**	**	*(f) 1,67,24*	*46·95*	Bengal and North ‡Western.
6,61	1·75	33,56	8·86	16,36	4·32	7,71	2·04	§23,97	6·33	1,77,01	46·75	
6,80	*0·81*	*99,81*	*11·83*	*46,20*	*5·48*	*46,29*	*5·49*	*¶*55,08*	*6·53*	*5,68,95*	*67·46*	Bengal-Nagpur.
7,09	0·87	1,03,92	12·83	47,28	5·84	46,33	5·72	1,20,31	14·85	6,21,70	76·74	
..	..	*7,08*	*22·03*	*3,17*	*9·85*	*1,49*	*4·66*	*¶*3,32*	*10·32*	*40,85*	*127·10*	
..	..	7,05	22·53	3,14	10·03	1,50	4·79	9,27	29·63	47,32	151·24	
..	..	*69,51*	*10·27*	*28,70*	*4·24*	*26,92*	*3·98*	**46,05*	*6·79*	*3,75,17*	*55·39*	Bombay, Baroda and Central India.
..	..	71,01	9·88	29,08	4·05	27,17	3·78	84,65	11·78	4,17,38	58·08	
..	..	*42,57*	*8·39*	*24,08*	*4·74*	*17,58*	*3·46*	**33,50*	*6·60*	*2,80,17*	*55·20*	
..	..	43,50	8·31	23,93	4·57	17,50	3·35	37,67	7·20	2,85,37	54·53	
—	..	*1,31*	*12·76*	*52*	*5·06*	*19*	*1·89*	**17*	*1·66*	*7,95*	*77·77*	
—	..	1,34	11·96	55	4·88	6	0·56	58	5·20	7,75	69·35	
1,52	*0·42*	*43,64*	*12·07*	*18,64*	*5·16*	*17,43*	*4·82*	*58,38*	*16·15*	*2,83,36*	*78·38*	Burma.
1,41	0·38	42,25	11·42	18,56	5·01	16,80	4·53	58,19	15·72	2,64,52	71·45	
..	..	*56,42*	*16·10*	*24,60*	*7·01*	*23,35*	*6·66*	*56,19*	*16·00*	*3,09,83*	*88·30*	Eastern Bengal.
—	..	60,49	15·90	23,23	6·10	24,98	6·56	56,98	15·00	3,13,91	82·40	
3,63	*1·89*	*26,21*	*13·60*	*9,57*	*4·98*	*10,77*	*5·61*	*28,86*	*15·00*	*1,45,88*	*76·00*	
4,22	2·02	28,28	13·60	11,51	5·53	10,16	4·88	28,90	13·90	1,48,98	71·50	
..	..	*21*	*17·90*	*6*	*5·10*	*5*	*4·13*	*12*	*9·90*	*1,19*	*99·60*	
..	..	20	16·20	7	6·10	5	4·05	12	9·72	1,29	105·90	
1,62	*0·09*	*2,31,12*	*12·25*	*79,96*	*4·24*	*89,50*	*4·74*	*2,40,18*	*12·73*	*11,80,31*	*62·57*	East Indian
1,66	0·09	2,32,50	11·87	80,51	4·11	91,12	4·64	2,45,44	12·53	11,84,63	60·48	
..	..	*†1,33,21*	*†10·16*	*†51,08*	*†4·66*	*†57,49*	*†4·38*	*†2,02,09*	*†15·42*	*†9,17,90*	*†70·02*	Great Indian Peninsula.
..	..	1,36,90	9·97	57,81	4·21	45,19	3·29	1,91,72	13·96	8,72,92	63·58	
..	..	*†68*	*†7·78*	*†7*	*†0·80*	*†7*	*†0·91*	..	..	*†4,65*	*†53·20*	
..	..	68	7·89	5	0·58	10	1·04	..	..	4,54	52·55	
..	..	*9,85*	*8·66*	*6,38*	*5·61*	*6,58*	*5·78*	**10,12*	*8·89*	*64,09*	*56·34*	Jodhpur.
..	..	9,90	8·12	6,55	5·37	6,51	5·34	§8,82	7·24	65,36	53·63	

* Represent replacements and renewals expenditure.

** Actual expenditure on replacements and renewals is included in the respective heads.

¶Renewals of 'non-wasting assets' Rs. 1,53,088 (B.G. Rs. 1,42,149 and N.G. Rs. 10,939) are included under Replacements and Renewals.

§ Includes replacements and renewals expenditure for other than State-owned portions as under :—

B. & N. W. Railway (coy.'s portion) .. .. Rs. 7,30 (thousands).

Jodhpur Railway (Durbar lines) .. .. Rs. 6,96 ,,

7.—*Details of Working Expenses of each Railway*

NOTE—Up to the year 1935-36, the figures of total working expenses of *other than* State-managed railways (Class I) included and N. S. railways in respect of other than State-owned portions of their railway

Railway System.	Gauge.	Year.	*Maintenance of Structural Works.*		*Maintenance and supply of Locomotive Power.*		*Maintenance of Carriage and Wagon Stock.*		*Electric Service Department.*	
			Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.
1	2	3	4	5	6	7	8	9	10	11
CLASS I—*concld.*										
Madras and Southern Mahratta .	5′ 6″	*1935-36* .	*30,64*	*7·24*	*83,97*	*19·83*	*25,57*	*6·04*	..	..
		1936-37 .	29,81	6·87	84,35	19·40	18,56	4·27	..	..
	3′ 3½″	*1935-36* .	*32,32*	*10·23*	*61,26*	*19·39*	*13,21*	*4·18*	..	..
		1936-37 .	29,26	9·09	62,57	19·40	12,72	3·95	..	..
Nizam's State . .	5′ 6″	*1935-36* .	*11,11*	*8·15*	*17,87*	*13·11*	*6,78*	*4·97*	..	..
		1936-37 .	9,56	6·52	17,05	11·63	5,15	3·52	..	..
	3′ 3½″	*1935-36* .	*9,74*	*12·88*	*12,73*	*16·84*	*4,12*	*5·45*	..	..
		1936-37 .	8,91	10·84	11,56	14·05	3,55	4·31	..	..
North Western (Commercial).	5′ 6″	*1935-36* .	*1,24,28*	*8·38*	*2,65,12*	*17·88*	*99,62*	*6·72*	..	..
		1936-37 .	1,12,74	7·08	2,72,40	17·11	95,41	5·99	..	..
	2′ 6″	*1935-36* .	*7,33*	*25·87*	*12,35*	*43·61*	*4,64*	*16·38*	..	..
		1936-37 .	6,14	20·07	11,16	36·45	4,14	13·52	..	..
North Western (Military)	5′ 6″	*1935-36* .	*35,45*	*27·47*	*49,67*	*38·49*	*11,90*	*9·22*	..	..
		1936-37 .	31,42	23·88	48,17	36·60	11,73	8·92	..	..
	2′ 6″	*1935-36* .	*4,94*	*87·81*	*4,15*	*73·85*	*1,08*	*19·26*	..	..
		1936-37 .	3,83	66·96	3,59	62·80	85	14·94	..	..
North Western (Total) .	..	*1935-36* .	*1,72,00*	*10·45*	*3,31,29*	*20·13*	*1,17,24*	*7·12*	..	..
		1936-37 .	1,54,13	8·76	3,35,32	19·05	1,12,13	6·37	..	..
Rohilkund and Kumaon .	3′ 3½″	*1935-36* .	*5,76*	*8·18*	*9,60*	*13·64*	*2,81*	*3·99*	..	..
		1936-37 .	5,71	7·59	10,07	13·39	2,43	3·24	..	..
South Indian . .	5′ 6″	*1935-36* .	†	†	†	†	†	†	..	..
		1936-37 .	†	†	†	†	†	†	..	..
	3′ 3½″	*1935-36* .	*‡48,76*	*‡9·24*	*‡1,09,81*	*‡20·81*	*‡23,09*	*‡4·38*	*4,17*	*0·79*
		1936-37 .	‡40,37	‡7·51	‡1,12,36	‡20·90	‡22,24	‡4·14	3,93	0·73
	2′ 6″	*1935-36* .	†	†	†	†	†	†	..	..
		1936-37 .	†	†	†	†	†	†	..	..
TOTAL CLASS I RAILWAYS	..	*1935-36* .	*9,28,61*	*9·27*	*17,25,81*	*17·23*	*6,45,26*	*6·44*	*1,17,83*	*1·18*
		1936-37 .	8,52,16	8·17	17,32,02	16·60	5,99,79	5·75	1,16,33	1·11

† Included with 3′ 3½″ gauge.
‡ Includes 5′ 6″ and 2′ 6″ Gauges.

System for the years 1935-36 and 1936-37. (*In thousands of rupees.*)—contd.

actual expenditure on 'Replacements and Renewals', but from 1936-37, all Class I railways (except B. & N. W., R. & K., Jodhpur systems) include the figures of 'Appropriation to Depreciation Reserve Fund' instead.

Maintenance and working of Ferry Steamers and Harbours.		*Expenses of Traffic Department.*		*Expenses of General Departments.*		*Miscellaneous Expenses.*		§*Appropriation to Depreciation Reserve Fund.*		*Total Working Expenses.*		Railway System.
Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	
12	13	14	15	16	17	18	19	20	21	22	23	24
												CLASS I—*concld.*
..	..	*38,94*	*9·20*	*21,60*	*5·10*	*20,98*	*4·96*	**37,77*	*8·92*	*2,59,47*	*61·29*	Madras and Southern Mahratta.
..	..	37,39	8·61	21,46	4·94	20,77	4·78	55,74	12·80	2,68,08	61·70	
4,87	*1·54*	*32,59*	*10·31*	*17,21*	*5·45*	*12,81*	*4·05*	**22,60*	*7·15*	*¶1,96,87*	*62·30*	
4,63	1·43	33,73	10·50	17,29	5·37	12,86	4·00	33,04	10·30	¶2,06,10	64·00	
..	..	*10,51*	*7·71*	*8,39*	*6·15*	*5,67*	*4·16*	**9,63*	*7·07*	*69,96*	*51·32*	Nizam's State.
..	..	10,56	7·20	8,38	5·72	4,59	3·13	§10,59	7·23	65,88	44·95	
..	..	*8,06*	*10·67*	*7,15*	*9·45*	*4,15*	*5·48*	**5,17*	*6·84*	*51,12*	*67·61*	
..	..	8,14	9·90	7,12	8·66	3,35	4·07	§6,36	7·73	48,99	59·56	
..	..	*1,57,79*	*10·64*	*71,82*	*4·84*	*55,51*	*3·74*	*1,76,54*	*11·91*	*9,50,68*	*64·11*	North Western (Commercial).
..	..	1,60,17	10·06	71,25	4·47	58,67	3·68	1,76,81	11·10	9,47,45	59·49	
..	..	*5,94*	*20·97*	*1,68*	*5·94*	*1,46*	*5·17*	*11,42*	*40·34*	*44,32*	*158·28*	
..	..	5,47	17·86	1,45	4·74	1,83	5·98	11,40	37·24	41,59	135·86	
..	..	*20,12*	*15·59*	*11,72*	*9·09*	*7,56*	*5·85*	*52,40*	*40·60*	*1,88,82*	*146·31*	North Western (Military).
..	..	19,95	15·16	11,71	8·90	8,42	6·40	52,38	39·80	1,83,78	139·66	
..	..	*2,11*	*37·38*	*92*	*16·28*	*42*	*7·47*	*4,38*	*77·84*	*18,00*	*319·89*	
..	..	2,17	38·00	97	16·97	46	8·13	4,29	75·20	16,16	283·00	
..	..	*1,85,96*	*11·30*	*86,14*	*5·23*	*64,95*	*3·95*	*2,44,74*	*14·87*	*12,02,32*	*73·05*	North Western (Total).
..	..	1,87,76	10·66	85,38	4·85	69,38	3·94	2,44,88	13·91	11,88,98	67·54	
..	..	*4,87*	*6·92*	*4,38*	*6·23*	*80*	*1·14*	**3,41*	*4·85*	*31,63*	*44·95*	Rohilkhund and Kumaon.
..	..	4,69	6·25	4,44	5·91	1,72	2·28	§5,45	7·25	34,51	45·91	
†	†	†	†	†	†	†	†	†	†	*1,01,51*	*55·74*	South Indian.
†	†	†	†	†	†	†	†	†	†	1,05,51	56·28	
‡2,97	*‡0·56*	*‡49,99*	*‡9·48*	*‡30,76*	*‡5·83*	*‡27,65*	*‡5·24*	**‡41,76*	*‡7·91*	*2,33,67*	*68 01*	
‡2,85	‡0·53	‡49,87	‡9·28	‡30,20	‡5·62	‡27,45	‡5·10	‡75,78	‡14·09	2,54,60	73·24	
†	†	†	†	†	†	†	†	†	†	*3,78*	*190·91*	
†	†	†	†	†	†	†	†	†	†	4,94	193·73	
34,55	*0·34*	*11,09,28*	*11·07*	*(a) 5,06,92*	*5·06*	*(a) 4,49,74*	*4·49*	*11,19,41*	*11·17*	*66,37,41*	*66·25*	TOTAL CLASS I RAILWAYS.
33,71	0·32	11,25,16	10·78	5,05,12	4·84	4,44,36	4·26	13,38,40	12·83	67,47,05	64·66	

* Represents replacements and renewals expenditure.
† Included with 3' 3½" gauge.
‡ Includes 5' 6" and 2' 6" gauges.
¶ Includes Mormugao Harbour Expenses shown under columns 12 and 13.
§ Includes replacements and renewals expenditure for other than State-owned portions as under :—
Nizam's State Ry. (H. E. H.'s Govt. lines).....Rs. 16,19 (B.G. Rs. 10,29 & M. G. Rs.5,90) thousands.
R. & K. Ry. (Coy.'s portion).....Rs. 1,26 ,,
(*a*) Revised figures.

7.—Details of Working Expenses* of each Railway

Railways System.	Gauge.	Year.	Maintenance of Structural Works.		Maintenance and supply of Locomotive Power.		Maintenance of Carriage and Wagon Stock.		Electric Service Department.	
			Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Percent. of gross earnings.
1	2	3	4	5	6	7	8	9	10	11
CLASS II.										
Barsi Light . .	2′ 6″	*1935-36* .	*1,61*	*8·36*	*3,49*	*18·12*	*83*	*4·31*	..	..
		1936-37 .	1,54	10·06	3,42	22·26	68	4·44	..	..
Bengal Dooars . .	3′ 3⅜″	*1935-36* .	*3,56*	*19·21*	*2,07*	*11·17*	*75*	*4·05*	..	..
		1936-37 .	3,41	19·72	1,66	9·60	83	4·80	..	..
Bhavnagar State . .	3′ 3½″	*1935-36* .	*4,37*	*12·70*	*6,51*	*18·95*	*1,59*	*4·62*	..	..
		1936-37 .	3,99	12·03	6,35	19·15	1,69	5·08	..	..
Bikaner State . .	3′ 3½″	*1935-36* .	*6,56*	*16·78*	*9,55*	*24·44*	*3,59*	*9·19*	..	..
		1936-37 .	6,21	15·76	9,54	24·21	3,40	8·63	..	..
Darjeeling-Himalayan§ .	2′ 0″	*1935-36* .	*2,18*	*12·24*	*3,57*	*20·04*	*1,42*	*7·97*	..	..
		1936-37 .	2,14	11·92	3,35	18·66	1,69	9·42	..	..
Dibru-Sadiya . .	3′ 3½″	*1935-36* .	*2,17*	*10·70*	*4,09*	*20·17*	*2,62*	*12·92*	..	..
		1936-37 .	2,45	13·02	4,08	21·68	2,31	12·27	..	..
Gaekwar's Baroda State.	3′ 3½″	*1935-36* .	*3,83*	*16·61*	*4,62*	*20·01*	*1,27*	*5·50*	..	...
		1936-37 .	3,64	16·57	4,84	22·07	1,59	7·27	..	..
	2′ 6″	*1935-36* .	*5,59*	*24·93*	*4,25*	*18·98*	*2,02*	*9·02*	..	..
		1936-37 .	5,72	24·24	4,29	18·15	1,74	7·40	..	..
Gondal	3′ 3½″	*1935-36* .	*2,14*	*9·72*	*4,00*	*18·16*	*1,58*	*7·20*	..	..
		1936-37 .	‡3,37	‡12·82	‡3,87	‡14·70	‡1,07	‡4·08	..	..
Jaipur State . . .	3′ 3½″	*1935-36* .	†	†	†	†	†	†	†	†
		1936-37 .	1,80	14·52	2,01	16·22	85	6·87	8	0·67
Jamnagar Dwarka .	3′ 3½″	*1935-36*	*1,50*	*10·17*	*2,61*	*18·10*	*71*	*4·83*	..	..
		1936-37 .	1,43	10·86	2,76	21·00	69	5·25	..	..
Junagad State . .	3′ 3½″	*1935-36* .	*2,69*	*16·08*	*3,22*	*19·23*	*1,11*	*6·63*	..	..
		1936-37 .	2,41	13·41	3,02	16·69	1,07	5·89	..	..
Morvi	3′ 3½″	*1935-36* .	*3,32*	*17·67*	*3,21*	*17·07*	*72*	*3·83*	..	..
		1936-37 .	—33	—1·81	3,51	19·33	86	4·75	..	..
Mysore	3′ 3½″	*1935-36* .	*4,81*	*16·48*	*9,92*	*34·06*	*2,01*	*6·88*	..	..
		1936-37 .	4,93	16·47	10,19	33·99	2,01	6·69	..	..
	2′ 6″	*1935-36* .	*51*	*15·70*	*1,04*	*32·52*	*20*	*6·49*	..	..
		1936-37 .	47	16·27	99	34·01	20	6·87	..	..
	2′ 0″	*1935-36* .	*9*	*18·90*	*19*	*38·58*	*4*	*7·58*	..	..
		1936 37 .	6	16·78	12	31·27	3	6·67	..	..
Shahdara (Delhi) Saharanpur Light.	2′ 6″	*1935-36* .	*1,33*	*14·70*	*1,24*	*13·70*	*31*	*3·30*	..	..
		1936-37 .	1,59	16·50	1,31	13·50	23	2·30	..	..
TOTAL CLASS II RAILWAYS	..	*1935-36* .	*46,26*	*14·97*	*63,65*	*20·60*	*20,77*	*6·72*	..	..
		1936-37 .	44,83	14·07	65,31	20·50	20,94	6·57	8	0·03

* Including Replacement and Renewal or Appropriation to Depreciation Reserve Fund as the case may be.
§ Includes the Darjeeling Himalayan Extension Rly.
† Included in the figures of B. B. & C. I. Railway.
‡ Includes the figures of Porbandar State Railway.

System for the years 1935-36 and 1936-37. (In thousands of rupees.)—contd.

Maintenance and working of Ferry Steamers and Harbours.		*Expenses of Traffic Department.*		*Expenses of General Departments.*		*Miscellaneous Expenses.*		*Total Working Expenses.*		Railway System.
Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	
12	13	14	15	16	17	18	19	20	21	22
										CLASS II.
..	..	*1,60*	*8·31*	*2,97*	*15·43*	*85*	*4·38*	*11,35*	*58·91*	Barsi Light.
..	..	1,48	9·64	2,87	18·68	88	5·74	10,87	70·82	
21	*1·13*	*2,16*	*11·66*	*2,13*	*11·50*	*84*	*4·53*	*11,72*	*63·25*	Bengal Dooars.
21	1·22	2,20	12·73	2,06	11·92	61	3·53	10,98	63·52	
..	..	*3,99*	*11·59*	*2,41*	*7·00*	*83*	*2·43*	*19,70*	*57·29*	Bhavnagar State.
..	..	4,42	13·32	2,40	7·24	77	2·32	19,62	59·14	
..	..	*3,92*	*10·03*	*2,68*	*6·86*	*1,36*	*3·48*	*27,66*	*70·78*	Bikaner State.
..	..	4,09	10·37	2,89	7·33	1,37	3·48	27,50	69·78	
..	..	*2,55*	*14·32*	*1,56*	*8·76*	*87*	*4·89*	*12,15*	*68·22*	Darjeeling Himalayan.§
..	..	2,23	12·42	1,56	8·69	98	5·46	11,95	66·57	
..	..	*2,10*	*10·36*	*1,56*	*7·69*	*9*	*0·44*	*12,63*	*62·28*	Dibru-Sadiya.
..	..	1,99	10·57	1,56	8·29	13	0·69	12,52	66·52	
..	..	*3,00*	*13·03*	*1,11*	*4·83*	*28*	*1·23*	*14,11*	*61·21*	Gaekwar's Baroda State.
..	..	2,72	12·38	1,14	5·18	35	1·60	14,28	65·07	
..	..	*2,67*	*11·94*	*1,55*	*6·91*	*40*	*1·80*	*16,48*	*73·58*	
..	..	3,06	12·97	1,46	6·17	44	1·86	16,71	70·79	
..	..	*2,42*	*10·97*	*1,05*	*4·76*	*34*	*1·56*	*11,53*	*52·37*	Gondal.
..	..	‡2,43	‡9·22	‡1,34	‡5·08	‡41	‡1·55	‡12,49	‡47·45	
†	†	†	†	†	†	†	†	†	†	Jaipur State.
..	..	79	6·35	77	6·18	12	1·01	6,42	51·82	
..	..	*1,46*	*9·88*	*95*	*6·40*	*59*	*4·03*	*7,89*	*53·41*	Jamnagar Dwarka.
..	..	1,42	10·76	97	7·41	37	2·77	7,64	58·05	
..	..	*1,89*	*11·30*	*97*	*5·84*	*37*	*2·21*	*10,25*	*61·29*	Junagad State.
..	..	1,91	10·55	95	5·25	40	2·22	9,76	53·91	
..	..	*1,89*	*10·07*	*83*	*4·44*	*54*	*2·85*	*10,51*	*55·93*	Morvi.
..	..	1,74	9·57	80	4·42	3,78	20·80	10,36	57·06	
..	..	*4,49*	*15·40*	*2,36*	*8·09*	*1,34*	*4·64*	*24,93*	*85·55*	Mysore.
..	..	4,31	14·40	2,38	7·95	1,19	3·98	25,01	83·48	
..	..	*50*	*15·67*	*26*	*8·12*	*15*	*4·62*	*2,66*	*83·12*	
..	..	42	14·40	23	8·00	11	3·82	2,42	83·37	
..	..	*8*	*15·76*	*4*	*7·97*	*2*	*4·59*	*46*	*93·36*	
..	..	5	14·44	3	8·07	2	4·32	31	81·55	
..	..	*96*	*10·60*	*56*	*6·20*	*23*	*2·60*	*4,63*	*51·10*	Shahdara (Delhi) Saharanpur Light.
..	..	93	9·70	57	5·90	22	2·30	4,85	50·20	
21	*0·07*	*35,68*	*11·55*	*22,99*	*7·44*	*9,10*	*2·94*	*1,98,66*	*64·29*	TOTAL CLASS II RAILWAYS.
21	0·07	36,19	11·36	23,98	7·52	12,15	3·81	2,03,69	63·93	

§ Includes the Darjeeling Himalayan Extension Railway.

7.—*Details of Working Expenses* of each Railway*

Railway System.	Gauge.	Year.	*Maintenance of Structural works*		*Maintenance and supply of Locomotive Power and Maintenance of Carriage and Wagon Stock.*	
			Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.
1	2	3	4	5	6	7
CLASS III.						
Ahmadpur-Katwa	2′ 6″	*1935-36*	*22*	*25·12*	*25*	*28·63*
		1936-37	29	34·29	24	27·98
Arrah-Sasaram Light	2′ 6″	*1935-36*	*79*	*22·30*	*71*	*19·80*
		1936-37	59	17·90	82	25·00
Bankura-Damoodar River	2′ 6″	*1935-36*	*51*	*46·19*	*40*	*35·97*
		1936-37	33	28·62	36	31·69
Baraset-Basirhat Light	2′ 6″	*1935-36*	*1,20*	*22·04*	*1,47*	*26·93*
		1936-37	1,07	25·40	1,22	28·90
Bengal Provincial	2′ 6″	*1935-36*	*19*	*22·23*	*32*	*37·56*
		1936-37	20	20·68	35	36·15
Bukhtiarpur-Bihar Light	2′ 6″	*1935-36*	*51*	*20·10*	*58*	*22·50*
		1936-37	75	26·70	58	20·70
Burdwan-Katwa	2′ 6″	*1935-36*	*30*	*26·57*	*32*	*28·15*
		1936-37	27	24·30	38	33·41
Cutch State	2′ 6″	*1935-36*	*33*	*14·85*	*63*	*28·52*
		1936-37	34	13·57	66	26·40
Dehri-Rohtas Light	2′ 6″	*1935-36*	*22*	*11·86*	*56*	*29·84*
		1936-37	29	17·47	71	43·43
Dholpur-State	2′ 6″	*1935-36*	*24*	*13·93*	*62*	*35·70*
		1936-37	22	13·86	69	43·94
Futwah-Islampur	2′ 6″	*1935-36*	*34*	*31·10*	*26*	*23·80*
		1936-37	45	50·10	23	25·30

* Including Replacement and Renewals or Appropriation to Depreciation Reserve Fund as the case may be.

System for the years 1935-36 and 1936-37. (In thousands of rupees.)—contd.

Expenses of Traffic Department.		*Expenses of General Departments.*		*Miscellaneous Expenses.*		*Total Working Expenses.*		
Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Railway System.
8	9	10	11	12	13	14	15	16
								CLASS III.
18	*20·43*	*18*	*20·03*	*2*	*2·04*	85	*96·25*	Ahmadpur-Katwa.
22	26·34	19	22·57	2	2·48	96	113·66	
48	*13·50*	*33*	*9·20*	*8*	*2·40*	*2,39*	*67·20*	Arrah-Sasaram Light.
44	13·50	33	10·00	9	2·90	2,27	69·30	
23	*20·34*	*29*	*25·76*	*3*	*3·02*	*1,46*	*131·28*	Bankura-Damoodar River.
23	20·11	28	24·83	4	3·20	1,24	108·45	
1,06	*19·32*	*45*	*8·20*	*16*	*3·02*	*4,34*	*79·51*	Baraset-Basirhat Light.
1,04	24·60	42	9·90	18	4·40	3,93	93·20	
19	*22.75*	*17*	*19·42*	*2*	*1·85*	*89*	*103·84*	Bengal Provincial.
20	21·25	16	16·44	1	1·59	92	96·11	
42	*16·30*	*30*	*11·60*	*6*	*2·30*	*1,87*	*72·80*	Bukhtiarpur-Bihar Light.
46	16·20	27	9·70	10	3·30	2,16	76·60	
26	*23·18*	*22*	*19·53*	*3*	*2·50*	*1,13*	*99·93*	Burdwan-Katwa.
27	23·99	22	20·02	3	2·60	1,17	104·32	
22	*9·84*	*18*	*7·87*	..	*0·08*	*1,36*	*61·16*	Cutch State.
26	10·49	20	7·98	..	0·06	1,46	58·50	
17	*9·25*	*25*	*13·04*	*5*	*2·41*	*1,25*	*66·40*	Dehri-Rohtas Light.
19	11·55	18	10·73	4	2·44	1,41	85·62	
17	*9·52*	*17*	*9·63*	*1*	*0·61*	*1,21*	*69·39*	Dholpur-State.
16	10·47	17	10·75	1	0·50	1,25	79·52	
21	*19·40*	*15*	*13·80*	*3*	*2·70*	*99*	*90·80*	Futwah-Islampur.
19	21·80	15	17·00	3	3·10	1,05	117·30	

7.—Details of Working Expenses* of each Railway

Railway System.	Gauge.	Year.	Maintenance of Structural Works.		Maintenance and Supply of Locomotive Power and Maintenance of Carriage and Wagon Stock.	
			Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.
1	2	3	4	5	6	7
CLASS III—*concld.*						
Gwalior Light	2′ 0″	*1935-36*	*1,07*	*14·21*	*2,72*	*36·12*
		1936-37	1,13	11·88	3,25	34·17
Howrah Amta Light	2′ 0″	*1935-36*	*1,47*	*16·74*	*2,28*	*25·92*
		1936-37	1,43	17·20	1,92	23·00
Howrah-Sheakhala Light	2′ 0″	*1935-36*	*41*	*20·99*	*44*	*22·58*
		1936-37	47	24·10	39	20·30
Jagadhri Light	2′ 0″	*1935-36*	*1*	*8·38*	*5*	*44·03*
		1936-37	2	9·43	5	30·01
Jessore-Jhenidah	2′ 6″	*1935-36*	§	§	§	§
		1936-37	§§	§§	§§	§§
Jorhat (Provincial)	2′ 0″	*1935-36*	*34*	*27·13*	*54*	*42·21*
		1936-37	31	27·60	57	50·61
Kalighat-Falta	2′ 6″	*1935-36*	*33*	*21·94*	*62*	*40·71*
		1936-37	26	16·22	57	35·94
Kulasekarapatnam Light	2′ 0″	*1935-36*	*21*	*29·83*	*30*	*43·17*
		1936-37	19	29·62	89	138·13
Matheran Light	2′ 0″	*1935-36*	*14*	*16·47*	*22*	*25·88*
		1936-37	17	16·83	21	20·30
Porbandar State	3′ 3¼″	*1935-36*	*31*	*8·95*	*75*	*21·38*
		1936-37	†	†	†	†
Tezpore-Balipara	2′ 6″	*1935-36*	*22*	*14·34*	*41*	*27·28*
		1936-37	17	10·72	46	29·89
Trivellore Light	2′ 0″	*1935-36*	..	*4·22*	*2*	*76·77*
		1936-37	..	17·60	2	142·62
Udaipur-Chitorgarh	3′ 3¼″	*1935-36*	*1,01*	*15·04*	*2,53*	*37·78*
		1936-37	1,15	13·84	3,35	40·24
TOTAL CLASS III RAILWAYS		*1935-36*	*10,37*	*18·21*	*17,00*	*29·85*
		1936-37	10,10	18·29	17,92	32·46

* Including Replacement and Renewal or Appropriation to Depreciation Reserve Fund as the case may be.
§ Information not available.
§§ Line closed for all kinds of traffic from 1st May 1936.
† Included in Gondal Railway under Class II.

System for the years 1935-36 and 1936-37. (In thousands of rupees.)—concld.

Expenses of Traffic Department.		*Expenses of General Departments.*		*Miscellaneous Expenses.*		*Total Working Expenses.*		Railway System.
Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent of gross earnings	
8	9	10	11	12	13	14	15	16
								CLASS III—*concld.*
75	*9·96*	*62*	*8·23*	*42*	*5·58*	*5,58*	*74·10*	Gwalior Light.
71	7·47	54	5·68	43	4·52	6,06	63·72	
1,54	*17·59*	*60*	*6·82*	*44*	*5·05*	*6,33*	*72·12*	Howrah Amta Light.
1,59	19·10	55	6·50	46	5·50	5,95	71·30	
40	*20·23*	*23*	*11·98*	*11*	*5·53*	*1,59*	*81·31*	Howrah-Sheakhala Light.
42	21·70	21	10·60	10	5·10	1,59	81·80	
4	*29·12*	*2*	*16·34*	..	*1·85*	*12*	*99·72*	Jagadhri Light.
3	19·20	2	11·75	2	9·75	14	80·14	
§	§	§	§	§	§	§	§	Jessore-Jhenidah.
§§	§§	§§	§§	§§	§§	§§	§§	
45	*35·06*	*12*	*9·88*	*3*	*2·54*	*1,48*	*116·82*	Jorhat (Provincial).
44	39·04	13	11·64	4	3·36	1,49	132·25	
30	*20·15*	*27*	*17·89*	*6*	*4·14*	*1,58*	*104·83*	Kalighat-Falta.
31	19·54	26	16·31	7	4·14	1,47	92·15	
15	*20·70*	*3*	*4·74*	..	..	*69*	*98·44*	Kulasekarapatnam Light.
10	16·53	3	4·41	..	..	1,21	188·69	
9	*10·59*	*12*	*14·12*	*1*	*1·17*	*58*	*68·23*	Matheran Light.
9	8·91	13	12·87	9	9·40	69	68·31	
37	*10·50*	*43*	*12·23*	*10*	*2·87*	*1,96*	*55·93*	Porbandar State.
†	†	†	†	†	†	†	†	
29	*19·13*	*21*	*13·82*	*4*	*2·46*	*1,17*	*77·03*	Tezpore-Balipara.
32	20·95	22	14·03	3	2·12	1,20	77·71	
1	*68·43*	*1*	*26·19*	..	*21·77*	*4*	*197·38*	Trivellore Light.
1	118·99	1	44·01	..	9·05	4	332·27	
69	*10·24*	*34*	*5·16*	*15*	*2·25*	*4,72*	*70·47*	Udaipur-Chitorgarh.
1,06	12·69	48	5·78	16	1·87	6,20	74·42	
8,67	*15·22*	*5,69*	*9·99*	*1,85*	*3·25*	*43,58*	*76·52*	TOTAL CLASS III RAILWAYS.
8,74	15·83	5,15	9·33	1,95	3·53	43,86	79·44	

8.—*Mileage Statement*

CLASS I

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	Route mileage open on 31st March 1937.				Track mileage open on 31st March 1937.			
				Single line.	Double line.	Treble lines, etc., as the case may be.	Total.	Running track.	Transportation sidings.	Commercial sidings.	Total.
1	2	3	4	5	6	7	8	9	10	11	12
1	Assam Bengal—	3' 3½"	1-7-95	1,131·43	..	..	1,131·43	1,131·43	229·92	18·96	1,380·31
	Chaparmukh-Silghat . .	3' 3½"	30-3-20	50·81	..	..	50·81	50·81	4·12	..	54·93
	Katakhal Lalabazar . .	3' 3½"	1-4-23	23·49	..	..	23·49	23·49	1·03	..	24·52
	Mymensingh-Bhairab Bazar .	3' 3½"	20-6-17	100·68	..	..	100·68	100·68	18·49	0·36	119·53
	Total—1 .			1,306·41	..	..	1,306·41	1,306·41	253·56	19·32	1,579·29
2	Bengal and North-Western .	3' 3½"	2-4-84	1,269·06	..	..	1,269·06	1,269·06	277·06	39·25	1,585·37
	Mashrak-Thawe . . .	3' 3½"	12-1-31	39·32	..	..	39·32	39·32	4·64	1·95	45·91
	Tirhoot	3' 3½"	1-11-75	789·47	10·05	..	799·52	809·57	206·18	22·78	1,038·53
	Total—2 .			2,097·85	10·05	..	2,107·90	2,117·95	487·88	63·98	2,669·81
3	Bengal-Nagpur . . .	5' 6"	27-11-88	2,157·23	254·84	..	2,412·07	2,666·91	638·77	154·60	3,460·28
	Central India Coal-fields. .	5' 6"	17-6-28	53·84	..	..	53·84	53·84	3·36	2·07	59·27
	Mayurbhanj . . .	2' 6"	20-1-05	70·64	..	..	70·64	70·64	3·61	0·10	74·35
	Parlakimedi Light . .	2' 6"	1-4-00	56·30	..	..	56·30	56·30	1·83	1·42	59·55
	Purulia-Ranchi . . .	2' 6"	15-11-07	116·54	..	..	116·54	116·54	11·22	0·05	127·81
	Raipur-Dhamtari . . .	2' 6"	10-9-00	56·94	..	..	56·94	56·94	4·88	0·65	62·47
	Satpura	2' 6"	18-4-03	625·92	..	..	625·92	625·92	61·72	11·88	699·52
	Total —3 .			3,137·41	254·84	..	3,392·25	3,647·09	725·39	170·77	4,543·25

for the year 1936-37.

RAILWAYS.

ROUTE MILEAGE OPENED DURING THE YEAR 1936-37.		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1937.				Classification.	Name of Railway.
		SANCTIONED BUT NOT COMMENCED. (a)		UNDER CONSTRUCTION. (b)			
Section.	Miles.	Section.	Miles.	Section.	Miles.		
13	14	15	16	17	18	19	20
..	..	..	..	..	..	State line.	Assam Bengal—
..	..	..	..	..	..	Branch lines under guarantee terms.	Chaparmukh-Silghat.
..	..	..	..	..	..		Katakhal-Lalabazar.
..	..	..	..	..	..	Branch line under guarantee and rebate terms.	Mymensingh-Bhairab Bazar.
	..		..		..		Total—1.
..	..	..	..	..	..	Line subsidized by the Government of India.*	Bengal and North-Western—
..	..	..	..	..	..	State lines.	Mashrak-Thawe.
..	..	..	..	..	..		Tirhoot.
	..		..		..		Total—2.
..	..	..	..	..	..	State line.	Bengal Nagpur—
..	..	..	..	..	..	State line.	Central India Coal-fields.
..	..	..	..	..	..	Branch line under rebate terms.	Mayurbhanj.
..	..	..	..	..	..	Unassisted company's line.	Parlakimedi Light.
..	..	..	..	..	..	State lines.	Purulia-Ranchi.
..	..	..	..	..	..		Raipur Dhamtari.
..	..	..	..	..	..		Satpura.
	..		..		..		Total—3.

*Receives land only from Government.

(a) Lines sanctioned for construction more than 5 years ago but on which work has not commenced, are not shown.

(b) Lines technically under construction but on which work has been suspended or held in abeyance, indefinitely, are not shown.

8.—*Mileage Statement*

CLASS I

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	Route mileage open on 31st March 1937.				Track mileage open on 31st March 1937.			
				Single line.	Double line.	Treble lines, etc., as the case may be.	Total.	Running track.	Transportation sidings.	Commercial sidings.	Total.
1	2	3	4	5	6	7	8	9	10	11	12
4	Bombay, Baroda and Central India—	5′ 6″	10-2-60	775·03	240·83	*19·44	1,035·30	1,334·18	357·26	96·48	1,787·92
	Nagda-Ujjain . . .	5′ 6″	15-7-96	34·79	..	..	34·79	34·79	4·49	1·01	40·29
	Gaekwar's Petlad . .	5′ 6″	5-5-90	21·42	..	..	21·42	21·42	1·28	2·45	25·15
	Tarapur-Cambay State .	5′ 6″	20-6-01	12·35	..	..	12·35	12·35	1·48	2·33	16·16
	Tapti Valley . . .	5′ 6″	1-12-98	155·72	..	..	155·72	155·72	7·84	4·05	167·61
	Bombay, Baroda and Central India.	3′ 3½″	14-2-73	1,878·46	2·83	..	1,881·29	1,884·12	390·43	27·16	2,301·71
	Ahmedabad-Parantij . .	3′ 3½″	1-5-97	88·73	..	..	88·73	88·73	8·70	1·49	98·92
	Dhrangadra . . .	3′ 3½″	1-6-98	40·28	..	..	40·28	40·28	5·24	13·30	58·82
	Palanpur State . .	3′ 3½″	8-11-93	17·11	..	..	17·11	17·11	1·47	..	18·58
	Bombay, Baroda and Central India.	2′ 6″	23-11-14	72·28	..	..	72·28	72·28	4·90	3·50	80·68
	Champaner-Shivrajpur-Pani	2′ 6″	2-2-11	30·68	..	..	30·68	30·68	3·90	3·07	37·65
	Godhra-Lunavada . .	2′ 6″	4-2-13	25·49	..	..	25·49	25·49	1·81	0·85	28·15
	Nadiad-Kapadvanj . .	2′ 6″	5-3-13	28·18	..	..	28·18	28·18	3·48	1·39	33·05
	Rajpipla State . . .	2′ 6″	1-7-97	58·37	..	..	58·37	58·37	3·72	1·19	63·28
	Piplod-Devgad Baria. .	2′ 6″	1-1-29	9·52	..	..	9·52	9·52	0·54	1·03	11·09
	Total—4 .			3,248·41	243·66	19·44	3,511·51	3,813·22	796·54	159·30	4,769·06
5	Burma	3′ 3½″	1-5-77	1,853·04	206·86	..	2,059·89	2,266·74	459·97	138·35	2,865·06

* 0·26 miles treble and 19·18 miles quadruple.

for the year 1936-37—contd.

RAILWAYS—*contd.*

ROUTE MILEAGE OPENED DURING THE YEAR 1936-37.		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1937.				Classification.	Name of Railway.
		SANCTIONED BUT NOT COMMENCED. (a)		UNDER CONSTRUCTION. (b)			
Section.	Miles.	Section.	Miles.	Section.	Miles.		
13	14	15	16	17	18	19	20
..	..	..	..	..	..	State line.	Bombay, Baroda and Central India—
..	..	..	..	..	..	Indian State lines.	Nagda-Ujjain.
..	..	..	..	..	..		Gaekwar's Petlad.
..	..	..	..	..	..		Tarapur Cambay State.
..	..	..	..	..	..	Branch line under rebate terms.	Tapti Valley.
..	..	..	..	..	..	State line.	Bombay, Baroda and Central India—
..	..	..	..	..	..	Branch line under rebate terms.	Ahmedabad-Parantij.
..	..	..	..	..	..	Indian State line.	Dhrangadra.
..	..	..	..	..	..	Indian State line.	Palanpur State.
..	..	..	..	..	..	State line.	Bombay, Baroda and Central India.
..	..	..	..	..	..	Branch lines under rebate terms.	Champaner-Shivrajpur-Pani.
..	..	..	..	..	..		Godhra-Lunavada.
..	..	..	..	..	..		Nadiad-Kapadvanj.
..	..	..	..	..	..	Indian State lines.	Rajpipla State.
..	..	..	..	..	..		Piplod-Devgad Baria.
	..		..		..		Total—4.
..	..	..	..	..	..	State line.	Burma.
	..		..		..		Total—5.

(a) Lines sanctioned for construction more than 5 years ago but on which work has not commenced are not shown.

(b) Lines technically under construction but on which work has been suspended or held in abeyance, indefinitely, are not shown.

Serial No	Name of Railway.	Gauge.	Date of first opening for traffic.	Route mileage open on 31st March 1937.				Track mileage open on 31st March 1937.			
				Single line.	Double line.	Treble lines, etc., as the case may be.	Total.	Running track.	Transportation sidings.	Commercial sidings.	Total.
1	2	3	4	5	6	7	8	9	10	11	12
6	Eastern Bengal	5′ 6″	2-1-62	677·58	146·13	22·60 (quadruple).	846·31	1,060·24	482·89	41·12	1,584·25
	Sara-Sirajganj	5′ 6″	1-7-15	54·22	..	..	54·22	54·22	25·28	..	79·50
	Eastern Bengal	3′ 3¼″	28-8-77	1,031·75	7·29	..	1,039·04	1,046·33	303·28	10·44	1,360·05
	Cooch Behar State	3′ 3¼″	15-9-93	33·09	..	..	33·09	33·09	2·42	..	35·51
	Eastern Bengal	2′ 6″	13-7-81	17·14	..	..	17·14	17·14	1·28	..	18·42
	Khulna-Bagerhat	2′ 6″	10-6-18	19·75	..	..	19·75	19·75	1·95	..	21·70
	Total—6			1,833·53	153·42	22·60	2,009·55	2,230·77	817·10	51·56	3,099·43
7	East Indian—	5′ 6″	15-8-54	†3,215·50	940·72	‡61·12	4,217·34	5,318·21	1,725·75	173·50	7,217·46
	Hardwar-Dehra	5′ 6″	1-3-00	32·04	..	..	32·04	32·04	5·73	0·36	38·13
	South Bihar	5′ 6″	5-7-99	75·82	..	..	75·82	75·82	6·27	..	82·09
	Cawnpore-Burhwal link	3′ 3¼″	24-11-96	(a)65·73	..	..	(a) 65·73	(a) 65·73	14·17	1·69	81·59
	Total—7			3,389·09	940·72	61·12	4,390·93	5,491·80	1,751·92	175·55	7,419·27
8	Great Indian Peninsula (b)	5′ 6″	18-4-53	2,357·37	775·52	32·74 (quadruple)	3,165·63	4,039·37	950·85	157·32	5,147·54
	Bhopal-Itarsi (Jointly owned by State and Indian State.)	5′ 6″	1-11-84	56·64	..	..	56·64	56·64	23·99	0·18	80·81
	Bhopal-Ujjain	5′ 6″	11-11-95	113·46	..	..	113·46	113·46	9·19	0·63	123·28
	Bina-Goona-Baran	5′ 6″	23-9-95	147·07	..	..	147·07	147·07	10·06	..	157·13
	Darwha-Pusad	2′ 6″	15-12-31	42·80	..	..	42·80	42·80	2·34	0·36	45·50
	Dhond-Baramati	2′ 6″	20-5-14	27·30	..	..	27·30	27·30	1·19	0·50	28·99
	Ellichpur-Yeotmal	2′ 6″	1-12-13	117·81	..	..	117·81	117·81	5·77	2·64	126·22
	Pachora-Jamner	2′ 6″	1-4-18	34·62	..	..	34·62	34·62	1·97	0·89	37·48
	Pulgaon-Arvi	2′ 6″	25-9-17	21·83	..	..	21·83	21·83	1·13	0·24	23·20
	Total—8			2,918·90	775·52	32·74	3,727·16	4,600·90	1,006·49	162·76	5,770·15

† Includes 16·79 miles of mixed (5′ 6″ and 3′ 3¼″) gauge line between Burhwal and Barabanki.

‡ 30·54 miles treble, 25·60 miles quadruple, 4·01 miles quintuple, 0·08 miles sextuple and 0·89 miles septuple.

(a) Excludes the mixed gauge line referred to in the note marked with † above and includes 2·18 miles of E. I. Railway metre gauge line at Benares.

(b) Includes Agra-Delhi Chord, Baran Kotah, Bhopal Itarsi (British section only, *viz.*, 12·26 miles) and Cawnpore-Banda Railways.

for the year 1936-37—contd.

RAILWAYS—*contd.*

ROUTE MILEAGE OPENED DURING THE YEAR 1936-37.		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1937.				Classification.	Name of Railway.
		SANCTIONED BUT NOT COMMENCED. (c)		UNDER CONSTRUCTION. (d)			
Section.	Miles.	Section.	Miles.	Section.	Miles.		
13	14	15	16	17	18	19	20
..	..	..	..	..	..	State line.	Eastern Bengal—
..	..	..	..	..	..	Branch line under rebate terms.	Sara-Sirajganj.
..	..	..	..	..	..	State line.	Eastern Bengal.
..	..	..	..	..	..	Indian State line.	Cooch Behar State.
..	..	..	..	..	..	State line.	Eastern Bengal.
..	..	..	..	..	..	Branch line under rebate terms.	Khulna-Bagerhat.
	..		..		..		Total—6.
..	..	..	..	..	..	State line.	East Indian—
..	..	..	..	..	..	Branch line under guarantee terms.	Hardwar-Dehra.
..	..	..	..	..	..	State line. §	South Bihar.
..	..	..	..	..	..	State line. ‖	Cawnpore Burhwal link.
	..		..		..		Total—7.
..	..	..	..	..	..	State line.	Great Indian Peninsula (b)—
..	..	..	..	..	..	Indian State lines.	Bhopal-Itarsi (Jointly owned by State and Indian State).
..	..	..	..	..	..		Bhopal-Ujjain.
..	..	..	..	..	..		Bina-Goona-Baran.
..	..	..	..	..	..	State line.	Darwha Pusad.
..	..	..	..	..	..	Branch lines under rebate terms.	Dhond-Baramati.
..	..	..	..	..	..		Ellichpur-Yeotmal.
..	..	..	..	..	..		Pachora-Jamner.
..	..	..	..	..	..		Pulgaon-Arvi.
	..		..		..		Total—8.

§ Although a leased line, it is for convenience treated as a State line.

‖ Under running power agreement, the B. & N. W. Ry. company run and haul their trains and traffic over this line.

(c) Lines sanctioned for construction more than 5 years ago but on which work has not commenced are not shown.

(d) Lines technically under construction but on which work has been suspended or held in abeyance, indefinitely, are not shown.

8.—Mileage Statement

CLASS I

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic	Route mileage open on 31st March 1937				Track mileage open on 31st March 1937.			
				Single line.	Double line.	Treble lines, etc., as the case may be.	Total.	Running track.	Transportation sidings.	Commercial sidings.	Total
1	2	3	4	5	6	7	8	9	10	11	12
9	Jodhpur—	3' 3⅜"	24-6-82	766·94	..	..	766·94	766·94	105·26	13·27	885·47
	Jodhpur Hyderabad (British Section).	3' 3⅜"	18-8-92	238·52	..	..	238·52	238·52	46·82	4·94	290·28
	Mirpur Khas-Khadro	3' 3⅜"	1-1-12	49·50	..	..	49·50	49·50	3·91	1·50	54·91
	Total—9			1,054·96	..	..	1,054·96	1,054·96	155·99	19·71	1,230·66
10	Madras and Southern Mahratta—	5' 6"	1-7-56	1,067·22	48·17	3·71 (Quadruple).	1,119·10	1,178·40	331·39	10·10	1,519·89
	Kolar Gold-fields (M. S. Ry.)	5' 6"	1-6-94	9·88	..	..	9·88	9·88	2·68	3·10	15·66
	Tenali-Repalle	5' 6"	18-3-16	21·41	..	..	21·41	21·41	1·28	..	22·69
	Madras and Southern Mahratta	3' 3⅜"	24-3-84	*1,659·18	1·15	..	1,660·33	1,661·48	249·06	4·70	1,915·24
	Alnavar-Dandeli (Provincial)	3' 3⅜"	1-2-19	19·12	..	..	19·12	19·12	1·96	..	21·08
	Bangalore-Harihar (M. S. Ry.)	3' 3⅜"	11-8-84	210·49	..	..	210·49	210·49	30·50	..	240·99
	Bezwada-Masulipatam	3' 3⅜"	4-2-08	51·80	..	..	51·80	51·80	9·05	0·08	60·93
	Hindupur (Yesvantpur Mysore Frontier). (M. S. Ry.)	3' 3⅜"	15-12-92	51·19	..	..	51·19	51·19	4·26	..	55·45
	Kolhapur State	3' 3⅜"	21-4-91	29·27	..	..	29·27	29·27	1·89	..	31·16
	Sangli State	3' 3⅜"	1-4-07	4·90	..	..	4·90	4·90	0·42	..	5·32
	West of India Portuguese	3' 3⅜"	17-1-87	51·04	..	..	51·04	51·04	22·07	1·58	74·69
	Total—10			3,175·50	49·32	3·71	3,228·53	3,288·98	654·56	19·56	3,963·10
11	Nizam's State—	5' 6"	9-10-74	330·18	..	..	330·18	330·18	64·16	11·75	406·09
	Bezwada Extension	5' 6"	10-2-89	†21·47	..	..	21·47	21·47	1·53	..	23·00
	Kazipet-Balharshah	5' 6"	1-2-24	145·69	..	..	145·69	145·69	5·30	3·04	154·03
	Karepalli-Kothagudam	5' 6"	21-3-27	24·52	..	..	24·52	24·52	1·30	0·87	26·69
	Vikarabad-Bida	5' 6"	14-1-30 1-7-32	166·25	..	..	166·25	166·25	12·32	..	178·57
	Hingoli Branch	3' 3⅜"	15-5-12	50·31	..	..	50·31	50·31	0·88	..	51·19
	Hyderabad-Godavari Valley	3' 3⅜"	21-10-99	377·11	8·54	..	385·65	394·19	62·34	2·22	458·75
	Parbhani-Purli	3' 3⅜"	16-10-29	39·44	..	..	39·44	39·44	2·12	..	41·56
	Secunderabad-British Frontier	3' 3⅜"	1-2-16	138·80	9·28	..	148·08	157·36	16·00	0·05	173·41
	Dronachellam Kurnool	3' 3⅜"	1-1-09	36·28	..	..	36·28	36·28	3·41	..	39·69
	Total—11			1,330·05	17·82	..	1,347·87	1,365·69	169·36	17·93	1,552·98

* Includes 2·53 miles of mixed gauge between Tadepalli and North Abutment of Kistna Bridge and 0·54 mile of Dronachellam station yards.

† Maintained by N. S. Ry. 20·25 Miles & by M. and S. M. Ry. 1·22 miles.

for the year 1936-37—contd.

RAILWAYS—*contd.*

ROUTE MILEAGE OPENED DURING THE YEAR 1936-37.		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1937.				Classification.	Name of Railway.
		SANCTIONED BUT NOT COMMENCED. (c)		UNDER CONSTRUCTION. (d)			
Section.	Miles.	Section.	Miles.	Section.	Miles.		
13	14	15	16	17	18	19	20
..	..	..	..	..	..	Indian State line.	Jodhpur—
..	..	..	..	..	..	State line.	Jodhpur Hyderabad (British Section).
..	..	..	..	..	..	Line subsidized by the Government of India (a).	Mirpur Khas-Khadro.
	..		..		..		Total—9.
..	..	..	..	..	..	State line.	Madras and Southern Mahratta—
..	..	..	..	..	..	Indian State line.	Kolar Gold-fields, (M. S. Ry.)
..	..	..	..	..	..	District Board line.	Tenali-Repalle.
..	..	..	..	..	..	State lines.	Madras and Southern Mahratta.
..	..	..	..	..	..		Alnavar-Dandeli (Provincial.)
..	..	..	..	..	..		Bangalore-Harihar (b). (M. S. Ry.)
..	..	..	..	..	..	District Board line.	Bezwada-Masulipatam.
..	..	..	..	..	..	State line.	(b) Hindupur (Yesvantpur Mysore Frontier). (M. S. Ry.)
..	..	..	..	..	..	Indian State lines.	Kolhapur State.
..	..	..	..	..	..		Sangli State.
..	..	..	..	..	..	Foreign line.	West of India Portuguese.
	..		..		..		Total—10.
..	..	..	..	..	..	Indian State line.	Nizam's State—
..	..	..	..	..	..	State line.	Bezwada Extension.
..	..	..	..	..	..	Indian State line.	Kazipet-Balharshah.
..	..	..	..	..	..		Karepalli-Kothagudam.
..	..	..	..	..	..		Vikarabad-Bidar.
..	..	..	..	..	..		Hingoli Branch.
..	..	..	..	..	..		Hyderabad-Godavari Valley.
..	..	..	..	..	..		Parbhani-Purli.
..	..	..	..	..	..		Secunderabad-British Frontier.
..	..	..	..	..	..	State line.	Dronachellam Kurnool.
				Jankampet to Bodhan	12·04	Indian State line.	
	..		..		12·04		Total—11.

(a) Receives land only from Government.

(b) These lines are the property of Mysore Durbar but as between the Secretary of State and the M. and S. M. Rly. they are treated as State lines.

(c) Lines sanctioned for construction more then 5 years ago but on which work has not commenced are not shown.

(d) Lines technically under construction but on which work has been suspended or held in abeyance, indefinitely, are not shown.

8 —Mileage Statement
CLASS I

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	Route mileage open on 31st March 1937.				Track mileage open on 31st March 1937.			
				Single line.	Double line.	Treble lines, etc., as the case may be.	Total.	Running track.	Transportation sidings.	Commercial sidings.	Total.
1	2	3	4	5	6	7	8	9	10	11	12
12	North Western— . . .	5′ 6″	13-5-61	4,717·76	885.03	..	5,602·79	6,487·82	1,828·00	69·80	8,385·62 (a)
	Shahdara Narowal . .	5′ 6″	21-12 26	48·33	..	..	48·33	48·33	1·49	..	49·82
	Bahawalnagar-Fort Abbas-Kut-Al-Imara.	5′ 6″	4-4-28	151·51	..	..	151·51	151·51	7·55	..	159·06
	Jind-Panipat (Indian State Section).	5′ 6″	1-11-16	25·94	..	..	25·94	25·94	2·30	..	28·24
	Jullundur-Mukerian . .	5′ 6″	1-1-15	45·08	..	..	45·08	45·08	3·77	..	48·85
	Phagwara-Rahon (including Jaijon Extension).	5′ 6″	1-4-15	46·03	..	..	46·03	46·03	5·85	..	51·88
	Jammu-Kashmir (Indian State Section).	5′ 6″	15-3-00	15·86	..	..	15·86	15·86	3·45	0·36	19·67
	Khanpur-Chachran . .	5′ 6″	2-7-11	21·98	..	..	21·98	21·98	2·50	..	24·48
	Ludhiana-Dhuri-Jakhal .	5′ 6″	10-4-01	78·58	..	..	78·58	78·58	6·21	..	84·79
	Mandra-Bhaun . . .	5′ 6″	1-5-15	46·68	..	..	46·68	46·68	3·61	..	50·29
	Rajpura Bhatinda . .	5′ 6″	1-11-84	107·78	..	..	107·78	107·78	20·61	..	128·39
	Sialkot-Narowal . . .	5′ 6″	10-11-15	38·70	..	..	38·70	38·70	5·98	..	44·68
	Sirhind-Rupar . . .	5′ 6″	26-2-28	30·96	..	..	30·96	30·96	4·60	..	35·56
	Jacobabad-Kashmor . .	2′ 6″	1-12-14	76·46	..	..	76·46	76·46	4·19	..	80·65
	Kalka-Simla	2′ 6″	9-11-03	59·93	..	..	59·93	59·93	10·23	..	70·16
	Kangra Valley . . .	2′ 6″	1-12-28	102·99	..	..	102·99	102·99	9·93	..	112·92
	Zhob Valley (Fort Sandeman-Khanai).	2′ 6″	1-1-21	173·84	..	..	173·84	173·84	14·19	16·72	204·75
	Kohat-Thal	2′ 6″	1-4-03	61·86	..	..	61·86	61·86	10·39	..	72·25
	Larkana-Jacobabad . .	2′ 6″	16-2-22	53·22	..	..	53·22	53·22	3·39	..	56·61
	Mari-Indus (Kalabagh-Bannu) and Laki-Pezu-Tank-Manzai.	2′ 6″	15-6-13	157·48	..	..	157·48	157·48	19·00	8·11	184·59
	Total—12 .			6,060·97	885·03	..	6,946·00	7,831·03	1,967·24	94·99	9,893·26

(a) Nok Kundi—Zahidan (137·28 miles, single line and 13·83 miles sidings) and Landi Kotal—Landi Khana (5 miles, single line and 1·17 mile sidings) sections closed to traffic, not included.

for the year 1936-37—contd.

RAILWAYS—*contd.*

ROUTE MILEAGE OPENED DURING THE YEAR 1936-37.		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1937.				Classification.	Name of Railway.
		SANCTIONED BUT NOT COMMENCED. (a)		UNDER CONSTRUCTION. (b)			
Section.	Miles.	Section.	Miles.	Section.	Miles.		
13	14	15	16	17	18	19	20
..	..	..	..	..	..	State line.	North Western.
..	..	..	..	..	..	Branch line under guarantee terms with the Punjab Govt.	Shahdara-Narowal.
..	..	..	..	..	..	Indian State lines.	Bahawalnagar-Fort Abbas Kut-Al-Imara.
..	..	..	..	..	..		Jind-Panipat (Indian State Section).
..	..	..	..	..	..	Branch lines under rebate terms.	Jullundur-Mukerian.
..	..	..	..	..	..		Phagwara-Rahon (Including Jaijon Extension).
..	..	..	..	..	..	Indian State lines.	Jammu-Kashmir (Indian State Section).
..	..	..	..	..	..		Khanpur-Chachran.
..	..	..	..	..	..		Ludhiana-Dhuri-Jakal.
..	..	..	..	..	..	Branch line under rebate terms.	Mandra-Bhann.
..	..	..	..	..	..	Indian State line.	Rajpura-Bhatinda.
..	..	..	..	..	..	Branch line under rebate terms.	Sialkot-Narowal.
..	..	..	..	..	..	Indian State line.	Sirhind-Rupar.
..	..	..	..	..	..	Branch line under rebate terms.	Jacobabad-Kashmor.
..	..	..	..	..	..	State line.	Kalka-Simla.
..	..	..	..	..	..	Under guarantee terms with the Punjab Government.	Kangra Valley.
..	..	..	..	..	..	State lines.	Zhob Valley (Fort Sandeman-Khanai).
..	..	..	..	..	..		Kohat-Thal.
..	..	..	..	..	..	Branch line under rebate terms.	Larkana-Jacobabad.
..	..	..	..	..	..	State line.	Mari-Indus (Kalabagh-Bannu) and Laki-Pezu, Tank-Manzai.
	..		..		..		Total—12.

(a) Lines sanctioned for construction more than 5 years ago but on which work has not commenced are not shown.

(b) Lines technically under construction but on which work has been suspended or held in abeyance, indefinitely, are not shown.

8.—Mileage Statement

Class I.

Serial No	Name of Railway.	Gauge.	Date of first opening for traffic.	Route mileage open on 31st March 1937.				Track mileage open on 31st March 1937.			
				Single line.	Double line.	Treble lines, etc., as the case may be.	Total.	Running track.	Transportation sidings.	Commercial sidings.	Total.
1	2	3	4	5	6	7	8	9	10	11	12
13	Rohilkund and Kumaon—	3′ 3⅜″	12-10-84	258·72	..	..	258·72	258·72	36·20	3·85	298·77
	Lucknow-Bareilly . .	3′ 3⅜″	12-10-84	310·00	1·16	..	311·16	312·32	65·20	12·35	389·87
	Total—13 .			568·72	1·16	..	569·88	571·04	101·40	16·20	688·64
14	South Indian— . . .	5′ 6″	23-5-60	599·14	..	..	599·14	599·14	137·40	2·48	739·02
	Shoranur Cochin . . .	5′ 6″	**24-10-34	65·01	..	..	65·01	65·01	11·72	*1·36	*78·09
	South Indian . . .	3′ 3⅜″	15-7-61	1,486·07	4·84	15·55	1,506·46	1,542·40	319·17	16·83	1,878·40
	Nilgiri	3′ 3⅜″	15-6-99	28·96	..	..	28·96	28·96	4·65	..	33·61
	Peralam-Karaikkal . .	3 3⅜″	14-3-98	14·65	..	..	14·65	14·65	1·41	..	16·06
	Podanur-Pollachi . . .	3′ 3⅜″	15-10-15	25·04	..	..	25·04	25·04	4·42	..	29·46
	Pondicherry . . .	3′ 3⅜″	15-12-79	7·85	..	..	7·85	7·85	2·14	0·18	10·17
	Tinnevelly-Tiruchendur .	3′ 3⅜″	24-2-23	38·18	..	..	38·18	38·18	4·09	..	42·27
	Travancore (British Section) .	3′ 3⅜″	1-6-02	50·33	..	..	50·33	147·97	22·28	0·58	170·83
	Travancore (Indian State Section).	3′ 3⅜″	1-6-04	97·64	..	..	97·64				
	Morappur-Hosur . . .	2′ 6″	18-1-06	73·31	..	..	73·31	73·31	4·32	..	77·63
	Tirupattur-Krishnagiri . .	2′ 6″	18-9-05	25·38	..	..	25·38	25·38	2·44	..	27·82
	Total—14 .			2,511·56	4·84	15·55	2,531·95	2,567·89	514·04	21·43	3,103·36
	Total Class I .			34,486·40	3,543·23	155·16	38,184·79	42,154·47	9,861·44	1,131·41	53,147·32

*Includes 0·90 miles of 3′ 3⅜″ Gauge.

** Date of conversion from 3′ 3⅜″ gauge to 5′ 6″ gauge (3′ 3⅜″ gauge first opened on 2nd June 1902).

for the year 1936-37—contd.

RAILWAYS—*concld.*

ROUTE MILEAGE OPENED DURING THE YEAR 1936-37.		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1937.				Classification.	Name of Railway.
		SANCTIONED BUT NOT COMMENCED. (a)		UNDER CONSTRUCTION. (b)			
Section.	Miles.	Section.	Miles.	Section.	Miles.		
13	14	15	16	17	18	19	20
..	..	..	..	..	..	Line subsidized by the Government of India.	Rohilkund and Kumaon—
..	..	..	..	..	..	State line.	Lucknow-Bareilly.
	..		..		..		Total—13.
..	..	..	..	..	..	State line.	South Indian.
..	..	..	..	..	..	Indian State line.	Shoranur Cochin.
..	..	..	..	..	..	State line.	South Indian.
..	..	..	..	..	..	State line.	Nilgiri.
..	..	..	..	..	..	Foreign line.	Peralam-Karaikkal.
..	..	..	..	..	..	District Board line.	Podanur-Pollachi.
..	..	..	..	..	..	Foreign line.	Pondicherry.
..	..	..	..	..	..	District Board line	Tinnevelly-Tiruchendur.
..	..	..	..	..	..	State line.	Travancore (British Section).
..	..	..	..	..	..	State line.*	Travancore (Indian State Section).
..	..	..	..	..	..	State lines.	Morappur-Hosur.
..	..	..	..	..	..		Tirupattur-Krishnagiri.
	..		..		..		Total—14.
	..		..		12·04		Total Class I.

* Although the property of the Travancore Durbar, it is treated as State line.

(a) Lines sanctiond for construction more than 5 years ago but on which work has not commenced are not shown.

(b) Lines technically under construction but on which work has been suspended or held in abeyance, indefinitely, are not shown.

8.—*Mileage Statement*
CLASS II

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	Route mileage open (Single line) on 31st March 1937.	TRACK MILEAGE OPEN ON 31ST MARCH 1927.			Classification.
					Running track.	Sidings.	Total.	
1	2	3	4	5	6	7	8	9
	CLASS II RAILWAYS.							
1	Barsi Light	2′ 6″	1-3-97	202·57	202·57	22·39	224·96	Line subsidized by the Government of India and Indian State.*
2	Bengal Dooars	3′ 3½″	15-1-93	39·50	39·50	7·68	47·18	Line subsidized by District Board.
	Bengal Dooars Extensions	3′ 3½″	20-4-00	121·16	121·16	17·75	138·91	Line subsidized by the Government of India.*
	Total—2			160·66	160·66	25·43	186·09	
3	Bhavnagar State	3′ 3½″	20-12-80	307·01	307·01	56·27	363·28	Indian State Lines.
4	Bikaner State	3′ 3½″	9-12-91	795·85	795·85	81·47	877·32	
5	Darjeeling Himalayan	2′ 0″	23-8-80	51·07	51·07	10·66	61·73	Line subsidized by Local Government.
	Darjeeling Himalayan Extensions	2′ 0″	16-3-14	95·44	95·44	4·69	100·13	Branch line under rebate terms.
	Total—5			146·51	146·51	15·35	161·86	
6	Dibru-Sadiya	3′ 3½″	15-8-82	86·02	86·02	26·55	112·57	Line subsidized by Local Government. (a)
	Ledo and Tikak Margherita	3′ 3½″	17-2-84	5·50	5·50	26·18	31·68	Unassisted Company's line.
	Total—6			91·52	91·52	52·73	144·25	
7	Gaekwar's Baroda State	3′ 3½″	21-3-87	255·12	255·12	34·33	289·45	
	Khijadiya-Dhari†	3′ 3½″	1-3-13	37·46	37·46	4·60	42·06	
	Gaekwar's Baroda State	2′ 6″	8-4-73	333·06	333·06	54·88	387·94	
	Bodeli Chhota Udaipur	2′ 6″	1-12-17	22·67	22·67	2·02	24·69	Indian State lines.
	Total—7			648·31	648·31	95·83	744·14	
8	Gondal	3′ 3½″	19-1-81	118·74	118·74	19·53	138·27	
	Jetalsar-Rajkot	3′ 3½″	12-4-93	46·16	46·16	9·91	56·07	
	Porbandar State	3′ 3½″	1-10-89	††41·25	††41·25	7·75	49·00	
	Total—8			206·15	206·15	37·19	243·34	
9	Jaipur State	3′ 3½″	10-11-05	179·80	179·80	13·98	193·78	Indian State Line.
10	Jamnagar-Dwarka	3′ 3½″	1-4-22	65·92	65·92	3·73	69·65	Branch line under guarantee and rebate terms.
	Jamnagar	3′ 3½″	8-4-97	‡54·22	‡54·22	12·94	67·16	
	Okhamandal	3′ 3½″	15-11-22	37·21	37·21	4·77	41·98	
	Total—10			157·35	157·35	21·44	178·79	
11	Junagad State	3′ 3½″	1-9-88	210·60§	210·60§	25·91	236·51	Indian State lines.
12	Morvi	3′ 3½″	4-3-05	132·26	132·26	32·49	164·75	
13	Mysore	3′ 3½″	1-2-81	321·90	321·90	43·59	365·49	
	Bangalore-Chik Ballapur Light	2′ 6″	6-4-15	38·63	38·63	4·96	107·16	Line guaranteed by Indian State.
	Kolar District	2′ 6″	15-12-13	63·57	63·57			Indian State line.
	Tarikere Narasimharajapura Light	2′ 0″	22-5-15	26·60	26·60	2·62	29·22	Indian State line.
	Total—13			450·70	450·70	51·17	501·87	
	Shahdara (Delhi)-Saharanpur Light	2′ 6″	7-5-07	92·50	92·50	10·51	103·01	Line subsidized by Local Government.
	TOTAL CLASS II			3,781·79	3,781·79	542·16	4,323·95	

* Receives land only from Government.
† Taken over from Gondal Railway on 1st April 1934.
‡ Includes 3·93 miles, Jamnagar to Bedi-Bunder, worked for goods traffic only.
§ Includes 0·73 mile of Dungarpur quarry line and 0·53 mile of Veraval Dock Estate line worked for goods traffic only.
†† Includes 1·55 miles of Porbandar Dock Estate Line and 3·70 miles of Banwao quarry line worked for goods traffic.
(a) Subsidy ceased with effect from 1920-21.

for the year 1936-37—contd.

RAILWAYS.

Route mileage opened during the year 1936-37.		Route mileage authorised, but not open for traffic, on 31st March 1937.				Name of Railway.
		Sanctioned but not commenced. (a)		Under construction. (b)		
Section.	Miles.	Section.	Miles.	Section.	Miles.	
10	11	12	13	14	15	16
						Class II Railways.
..	..	..	..	..	..	Barsi Light.
..	..	..	..	..	..	Bengal Dooars.
..	..	..	..	..	..	Bengal Dooars Extensions.
	..		..		..	Total—2.
..	..	..	..	..	..	Bhavnagar State.
..	..	Sadulpur-Rewari . .	85·83	..	..	Bikaner State.
..	..	.	..	..	..	Darjeeling Himalayan.
..	..	.	..	..	..	Darjeeling Himalayan Extensions.
	..		..		..	Total—5.
..	..	..	..	..	..	Dibru-Sadiya.
..	..	..	..	..	..	Ledo and Tikak Margherita.
	..		..		..	Total—6.
..	..	..	..	..	..	Gaekwar's Baroda State.
..	..	..	..	Prachi Road to Kodinar.	16·10	Khijadiya-Dhari.
..	..		..	..	..	Gaekwar's Baroda State.
..	..	..	..	..	..	Bodeli Chhota Udaipur.
	..	..	..		16·10	Total—7.
Kunkavav-Bagasra.	12·50	..	..	..	..	Gondal.
..	..	..	..	..	..	Jetalsar Rajkot.
..	..	..	..	..	..	Porbandar State.
	12·50		..		..	Total—8.
..	..	..	..	..	..	Jaipur State.
..	..	..	..	..	..	Jamnagar-Dwarka.
..	..	..	..	..	..	Jamnagar.
..	..	..	..	..	..	Okhamandal.
	..		..		..	Total—10.
..	..	..	..	Sasangir to Visavadar.	18·62	Junagad State.
..	..	..	..	..	..	Morvi.
..	..	..	..	Anandapuram-Sagara.	16·22	Mysore.
..	..	..	..	..	..	Bangalore-Chik Ballapur Light.
..	..	..	..	..	..	Kolar District.
..	..	..	..	..	..	Tarikere Narasimharajapura Light.
	..		..		16·22	Total—13.
..	..	..	..		..	Shahdara (Delhi)-Saharanpur Light.
	12·50		85·83		50·94	Total Class II.

(a) Lines sanctioned for construction more than 5 years ago but on which work has not commenced are not shown.

(b) Lines technically under construction but on which work has been suspended or held in abeyance, indefinitely, are not shown.

8.—*Mileage Statement*
CLASS III

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	Route mileage open (Single line) on 31st March 1937.	TRACK MILEAGE OPEN ON 31ST MARCH 1937.			Classification.
					Running track.	Sidings.	Total.	
1	2	3	4	5	6	7	8	9
	CLASS III RAILWAYS.							
1	Ahmadpur-Katwa	2′ 6″	30-5-17	32·26	32·69	2·87	35·56	Branch line under guarantee terms.
2	Arrah-Sasaram Light	2′ 6″	6-3-11	65·16	65·16	5·73	70·89	Line subsidized by District Board.
3	Bankura-Damoodar River	2′ 6″	15-12-16	59·95	60·33	7·43	67·76	Branch line under guarantee terms.
4	Barasat-Basirhat Light	2′ 6″	1-2-05	52·24	52·24	5·08	57·32	Line subsidized by District Board.
5	Bengal Provincial	2′ 6″	7-11-94	33·27	33·27	2·31	35·58	Unassisted Company's line.
	Dasghara-Jamalpurganj	2′ 6″	1-9-17	8·31	8·31	0·77	9·08	Branch line under guarantee terms.
	Total—5	..	..	41·58	41·58	3·08	44·66	
6	Bukhtiarpur-Bihar Light	2′ 6″	1-7-03	33·00	33·00	3·37	36·37	Line subsidized by District Board.
7	Burdwan-Katwa	2′ 6″	1-12-15	32·47	32·90	4·08	36·98	Branch line under guarantee terms.
8	Cutch State	2′ 6″	1-5-05	72·00	72·00	4·50	76·50	Indian State line.
9	Dehri-Rohtas Light	2′ 6″	6-2-11	25·51	25·51	8·16	33·67	Line subsidized by District Board.
10	Dholpur State	2′ 6″	24-2-08	55·44	55·44	5·83	61·27	Indian State line.
11	Futwah-Islampur	2′ 6″	24-1-22	27·00	27·00	1·65	28·65	Branch line under guarantee terms.
12	Gwalior Light	2′ 0″	2-12-99	294·92	294·92	*30·27	325·19	Indian State line.
13	Howrah-Amta Light	2′ 0″	1-7-97	43·87	43·87	6·91	50·78	Lines subsidized by District Board.
14	Howrah-Sheakhala Light	2′ 0″	2-8-97	19·75	19·75	1·41	21·16	
15	Jagadhri Light	2′ 0″	11-8-13	3·31	3·31	0·55	3·86	Unassisted Companies' lines.
16	Jessore-Jhenidah†	2′ 6″	1-10-13	36·75	36·75	1·76	38·51	
17	Jorhat (Provincial)	2′ 0″	13-9-83	32·50	32·50	2·04	34·54	State line.
18	Kalighat-Falta	2′ 6″	28-5-17	26·25	26·42	5·96	32·38	Branch line under guarantee terms.
19	Kulasekarapatnam Light	2′ 0″	18-7-15	26·75	26·75	..	26·75	Unassisted Company's line.
20	Matheran Hill Light	2′ 0″	22-3-07	12·61	12·61	1·02	13·63	Line subsidized by the Government of India.§
21	Tezpore-Balipara Light	2′ 6″	9-8-94	20·10	20·10	2·42	22·52	Line subsidized by District Board.
22	Trivellore Light	2′ 0″	17-9-21	2·37	2·37	0·14	2·51	Unassisted Company's line.
23	Udaipur-Chitorgarh	3′ 3⅜″	1-8-95	145·64	145·64	18·70	164·34	Indian State line.
	TOTAL CLASS III	..	..	1,161·43	1,162 84	122·96	1,285·80	

* Includes 1·14 miles of Gwalior Palace siding (5′-6″ gauge) which is being maintained by the Gwalior Light Railway.
§ Receives Land and rebate from Government.
† Closed to all kinds of traffic from 1st May 1936.

for the year 1936-37—concld.

RAILWAYS.

ROUTE MILEAGE OPENED DURING THE YEAR 1936-37.		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1937.				Name of Railway.
		SANCTIONED BUT NOT COMMENCED. (a)		UNDER CONSTRUCTION. (b)		
Section.	Miles.	Section.	Miles.	Section.	Miles.	
10	11	12	13	14	15	16
						CLASS III RAILWAYS.
..	..	..	..	..	..	Ahmadpur-Katwa.
..	..	..	0·21	..	..	Arrah-Sasaram Light.
..	..	..	..	..	..	Bankura-Damodar River.
..	..	..	0·32	..	..	Barasat-Basirhat Light.
..	..	..	..	..	..	Bengal Provincial.
..	..	..	..	..	..	Dasghara-Jamalpurganj.
	..		..		..	Total—6.
..	..	..	..	..	..	Bukhtiarpur-Bihar Light.
..	..	..	..	..	..	Burdwan-Katwa.
..	..	..	..	..	..	Cutch State
..	..	..	..	..	..	Dehri-Rohtas Light.
..	..	..	..	..	..	Dholpur State.
..	..	..	..	..	..	Futwah-Islampur
..	..	..	..	..	..	Gwalior Light.
..	..	..	0·07	..	..	Howrah-Amta Light.
..	..	..	0·29	..	..	Howrah-Sheakhala Light.
..	..	..	..	..	..	Jagadhri Light.
..	..	..	..	..	..	Jessore Jhenidah.
..	..	..	..	..	..	Jorhat (Provincial).
..	..	..	..	..	..	Kalighat-Falta.
..	..	..	..	..	..	Kulasekarapatnam Light.
..	..	..	..	..	..	Matheran Hill Light.
..	..	..	..	..	..	Tezpore-Balipara Light.
..	..	..	..	..	..	Trivellore Light.
..	..	..	..	..	..	Udaipur-Chitorgarh.
	..		0·89		..	TOTAL CLASS III.

(a) Lines sanctioned for construction more than 5 years ago but on which work has not commenced are not shown.

(b) Lines technically under construction but on which work has been suspended or held in abeyance, indefinitely are not shown.

9.—*Description of Class I Railways worked during the year 1936-37.*

Railway.	(a) Mean Mileage worked.	Number of Stations. (b)	Total length of gradients (in miles).						Steepest gradient worked.		Maximum Degree of curvature and radius.		Ratio of curve to total length of line expressed as a percentage.	Average amount of curvature per mile (Degrees).
			1/50 and less.	1/51 to 1/80.	1/81 to 1/100.	1/101 to 1/200.	1/201 to 1/300.	Total.	Length (in miles).	Inclination.	Degree.	Radius in feet.		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
5′ 6″ GAUGE.														
Bengal-Nagpur .	2,522·8	411	1·47 (j)	10·1 (j)	222·0 (j)	916·0 (j)	204·4 (j)	1,354·0 (j)	0·87 (j)	1 in 50 (j)	10·0 (j)	573 (j)	0·02 (j)	0·10 (j)
Bombay, Baroda & Central India.	1,258·2	256	*Nil*	1·35	0·61	261·4	95·1	358·5	0·88	1 in 80	5·75	996	14·6	19·9
Eastern Bengal .	900·5	242	*Nil*	*Nil*	0·65	3·42	10·3	14·4	0·65	1 in 100	6·00	955	13·1	10·5
East Indian .	4,446·8	763	0·15	23·0	66·1	304·6	135·4	529·3	0·15	1 in 50	8·00	712	15·0	9·80
Great Indian Peninsula.	3,544·9	507	20·8	24·3	91·5	1,047·1	414·3	1,598·0	0·16	1 in 34	9·55	600	20·4	15·6
Madras and Southern Mahratta.	1,157·2	260	*Nil*	14·1	36·0	185·7	109·0	344·8	0·80	1 in 60	7·96 (c)	720 (c)	22·8	9·72
Nizam's State .	688·1	98	*Nil*	*Nil*	153·7	220·8	30·7	405·2	2·52	1 in 100	4·40	1,300	18·9 (i)	20·2 (i)
North Western .	6,259·4	959	109·7	122·0	225·1	254·3	227·7	938·8	2·75	1 in 25	12·6	455	12·2	13·7
South Indian .	798·1	155	*Nil*	33·4	65·7	135·5	55·2	289·8	1·16	1 in 62	7·16	800	34·8	24·6
Total .	21,576·0	3,651	132·1	228·3	861·4	3,328·8	1,282·1	5,832·8						
3′ 3⅜″ GAUGE.														
Assam Bengal .	1,329·7	300	10·3	47·8	31·2	182·3	39·8	311·4	10·1	1 in 37 (d)	15·0	382	14·8	35·2
Bengal and North Western.	2,186·7	365	0·11	1·52	3·16	9·17	8·88	22·8	0·11	1 in 50	8·73	656	10·0	7·96
Bombay, Baroda & Central India.	2,027·4	322	3·40	0·48	19·4	393·9	235·2	652·3	3·40	1 in 40	8·00 (e)	716 (e)	9·55	10·3
Burma . .	2,059·9	456	105·9	47·9	109·6	240·1	186·4	689·9	3·50	1 in 25	17·0	337	15·4	37·3
Eastern Bengal .	1,072·1	211	0·34	0·63	3·97	40·7	47·5	93·1	0·34	1 in 50	11·4	500	11·1	10·9
East Indian .	65·7	1	*Nil*	*Nil*	*Nil*	0·65	2·80	3·45	0·65	1 in 200	7·66	748	14·7	11·6
Jodhpur . .	1,055·0	161	0·51	*Nil*	1·55	236·1	72·2	310·4	0·51	1 in 50	8·00	716	8·57	11·3
Madras and Southern Mahratta.	2,078·1	321	14·2	53·4	628·9	392·3	115·9	1,204·7	2·01	1 in 40	12·0	479	20·3	33·6
Nizam's State .	659·8	110	*Nil*	*Nil*	6·68	350·6	174·8	532·1	0·78	1 in 100	5·00	1,146	10·7	8·83
Rohilkund and Kumaon.	566·9	104	*Nil*	4·85	8·44	13·8	23·6	50·7	3·31 (h)	1 in 70	12·0 (f)	479	8·70	8·22 (g)
South Indian .	1,770·0	440	24·0	35·3	90·8	368·7	137·1	655·9	0·31	1 in 53	11·5	500	18·0	16·5
Total .	14,872·3	2,791	158·8	191·9	903·7	2,228·3	1,044·2	4,526·8						
2′ 6″ AND 2′ 0″ GAUGES.														
Bengal Nagpur .	926·3	143	0·51	44·2	153·5	205·0	54·9	458·1	0·51	1 in 50	14·0	409	18·6	38·3
Bombay, Baroda & Central India.	224·5	64	*Nil*	4·20	29·1	35·2	10·4	78·9	0·35	1 in 75	12·0	478	18·3	40·1
Eastern Bengal .	36·9	14	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	15·0	382	25·0	42·3
Great Indian Peninsula.	244·4	44	*Nil*	1·81	60·8	63·4	14·5	140·5	0·80	1 in 80	12·0	478	22·6	41·3
North Western .	685·8	89	108·9	42·8	97·4	81·7	40·7	371·5	0·80	1 in 20	52·1	110	21·6	125·2
South Indian .	98·7	15	*Nil*	32·8	11·9	19·4	2·50	66·6	2·39	1 in 67	6·00	955	30·2	62·2
Total .	2,216·6	369	109·4	125·8	352·7	404·7	123·0	1,115·6						
GRAND TOTAL .	38,664·9	6,811	400·3	546·0	2,117·8	5,961·8	2,449·3	11,475·2						

		Mean mileage worked.	Number of Stations.
(a)	Class II Railways	3,820·04	692
	Class III Railways	1,150·45	341

(b) Excludes block huts, branch booking offices and out agencies.

(c) The figures are for the main line. The maximum curvature on the mineral Branch is 5·73° and radius = 1,000 ft.

(d) 1 in 37 on a straight compensated to 1 in 43 on curves.

(e) Excepting Mhow Ghat section on which the maximum curvature is 9·56° and radius = 610 ft.

(f) The sharpest curve on the Travancore Ghat is 477 ft. and on the Nilgiri Mountain Ry. is 318 ft. (specially sanctioned).

(g) The figure is for plain section, the figure for ghat section being 341·7°.

(h) The steepest gradient worked on the Nilgiri Mountain Rly. M.G. is 1 in 12·23 for a length of 0·28 mile, 1 in 12·50 generally in the rack section and 1 in 25 for a length of 2·63 miles in adhesive Section.

(i) Figures relating to Nok-Kundi-Zahidan and Landi Kotal Landi Khana Sections (closed to traffic) not excluded, while calculating the results.

(j) Information against columns 4 to 15 differ from 1935-36 due to the omission of the Anuppur-Chirimiri Section (Broad gauge) in previous year

10.—Statement of Equipment showing the actual stock running on Class I Railways *on the 31st March 1937.*

A.—Locomotives and Rail Motors, etc.—*By gauges.*

Railway.	Locomotives.						Rail motors.			Steam coaches. *			Electric motor coaches.			
	Steam.			Elect-ric.	Total tractive effort lbs.			Seats.			Seats.			Seats.		Average weight in tons.
	Tender.	Tank.	Total.		Steam.	Electric.	No.	Upper.	Lower.	No.	Upper.	Lower.	No. (in units.)	Upper.	Lower.	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
5′ 6″ Gauge.																
Bengal Nagpur . .	609	55	664	..	20,445,529	..	..	..	..	2	48	160	..	..	..	..
Bombay, Baroda and Central India.	326	*35	361	2	9,429,097	10,000	..	..	..	..	..	..	40	..	4,800	71
Eastern Bengal . .	220	74	294	..	7,456,740	..	..	..	..	..	..	..	..	..	..	..
East Indian . .	1,178	401	1,579	..	37,310,930	..	..	..	..	3	12	330	..	..	..	..
Great Indian Peninsula	625	67	692	65	18,274,017	2,048,000	..	..	..	(a)1	..	55	53	..	4,388	67
Madras and Southern Mahratta.	244	58	302	..	7,509,763	..	..	..	..	..	..	..	..	..	..	..
Nizam's State . .	81	4	85	..	2,122,026	..	..	..	..	..	..	..	..	..	..	..
North Western . .	1,092	110	1,202	2	31,926,357	58,352	1	7	..	7	30	525	..	..	..	..
South Indian . .	139	13	152	..	3,395,278	..	..	..	..	..	..	..	..	..	..	..
Total .	4,514	817	5,331	69	137,869,737	2,116,352	1	7	..	13	90	1,070	93	..	9,188	69
3′ 3¼″ Gauge.																
Assam Bengal . .	191	16	207	..	3,075,435	..	..	..	..	..	..	..	..	..	..	..
Bengal and North Western.	377	23	400	..	5,182,866	..	..	..	..	..	..	..	..	..	..	..
Bombay, Baroda and Central India.	387	65	452	..	6,966,959	..	..	..	..	3	36	307	..	..	..	..
Burma . . .	287	89	376	..	6,757,790	..	..	..	..	..	..	..	..	..	..	..
Eastern Bengal . .	205	2	207	..	3,270,479	..	..	..	..	2	..	56	..	..	..	..
Jodhpur . . .	103	4	107	..	1,393,565	..	1	7	5	..	..	..	..	..	..	..
Madras and Southern Mahratta.	350	5	355	..	5,926,742	..	..	..	..	..	..	..	..	..	..	..
Nizam's State . .	75	12	87	..	1,305,729	..	..	..	..	2	..	224	..	..	..	..
Rohilkund and Kumaon	77	3	80	..	1,076,811	..	..	..	..	..	..	..	..	..	..	..
South Indian . .	316	67	383	4	5,414,751	41,600	3	..	220	..	..	..	24	481	550	38
Total .	2,368	286	2,654	4	40,371,127	41,600	4	7	225	7	36	587	24	481	550	38
2′ 6″ Gauge.																
Bengal-Nagpur . .	101	14	115	..	1,548,887	..	..	..	..	3	18	96	..	..	..	..
Bombay, Baroda and Central India.	7	18	25	..	221,779	..	..	..	..	..	..	..	..	..	..	..
Eastern Bengal . .	..	10	10	..	37,969	..	..	..	..	..	..	..	..	..	..	..
Great Indian Peninsula	14	8	22	..	315,860	..	..	..	..	(a)1	..	58	..	..	..	..
North Western . .	68	32	100	..	1,439,946	..	6	70	..	3	..	108	1	16	..	13
South Indian . .	6	5	11	..	138,009	..	..	..	..	..	..	..	..	..	..	..
Total .	196	87	283	..	3,702,450	..	6	70	..	7	18	262	1	16	..	13

* Includes one Diesel Shunting Engine.

(a) Internal combustion coach.

10.— Statement of Equipment showing the actual stock running on Class I Railways on the 31st March 1937—contd.

B.—COACHING STOCK.—*Broad and metre gauges.*

Railway	PASSENGER CARRIAGES OF UNIFORM CLASS.									
	Bogies.					*Four-wheelers.*				
	No.	Seats by classes.				No.	Seats by classes.			
		1st.	2nd.	Inter.	Third.		1st.	2nd.	Inter.	Third.
1	2	3	4	5	6	7	8	9	10	11
5′ 6″ GAUGE.										
Bengal-Nagpur	446	189	246	4,436	37,894	14	60	..	..	54
Bombay, Baroda and Central India	(a) 462	(b) 1,506	(c) 5,683	..	(d) 43,520	22	..	32	..	1,158
Eastern Bengal	230	379	51	318	27,261	16	85	24	72	444
East Indian	1,161	865	1,920	10,416	** 108,535	298	216	265	..	††16,340
Great Indian Peninsula	*645	1,571	1,451	71	†61,641	..	..	..	..	..
Madras and Southern Mahratta	216	80	300	..	23,836	(k) 138	..	205	..	6,010
Nizam's State	40	..	..	..	5,030	24	12	93	..	870
North Western	1,023	208	427	3,507	103,274	117	14	378	98	4,426
South Indian	148	162	104	..	14,345	..	..	..	..	..
Total	4,371	4,960	10,182	18,748	425,336	629	387	997	170	29,302
3′ 3½″ GAUGE.										
Assam-Bengal	267	1,038	..	114	16,034	10	..	..	..	270
Bengal and North Western	438	11	..	725	38,920	(g) 550	186	336	1,352	20,224
Bombay, Baroda and Central India	641	120	60	..	50,839	195	366	576	..	2,624
Burma	367	44	..	..	25,928	31	..	..	..	1,116
Eastern Bengal	302	228	..	540	20,653	(i) 29	96	..	112	394
Jodhpur	73	8	..	..	5,617	56	33	88	312	616
Madras and Southern Mahratta	307	48	243	..	20,140	102	72	120	..	2,490
Nizam's State	44	..	..	..	3,749	(j) 42	54	192	..	1,267
Rohilkund and Kumaon	66	..	..	..	6,072	(h) 103	96	78	70	3,078
South Indian	(e)768	712	514	..	(f) 49,652	..	..	..	..	..
Total	3,273	2,209	817	1,379	237,604	1,118	903	1,390	1,846	32,079

* Includes 99 bogies Electric Stock.
(a) Includes 120 bogies Electric Stock.
(b) Includes 720 1st class seats of Electric Stock.
(c) Includes 4,600 2nd class seats of Electric Stock.
(d) Includes 8,720 III class seats of Electric Stock.
**Includes 759 seats for servants in Higher class stock and 13,342 seats in 125 Replaced vehicles running as Mela Stock.
† Includes 10 seats for servants in Higher class stock.
† Includes 10,716 Third class seats of Electric Stock.
(e) Includes 48 Trailer Electric Coaches.
(f) Includes 3,456 Third class seats of Electric Stock.
(g) Includes 380 six-wheelers.
(h) Includes 27 six-wheelers.
(i) Includes 8 six-wheelers.
(j) Six-wheeled.
(k) Includes 4 six wheelers.

10.—Statement of Equipment showing the actual stock running on Class I Railways on the 31st March 1937.—contd.

B.—Coaching Stock—*Broad and metre gauges*—contd.

Composite passenger carriages, excluding those fitted with brake van or mail accommodation.

Bogies.					*Four-wheelers.*					
No.	Seats by classes.				No.	Seats by classes.				Railway.
	1st.	2nd.	Inter.	Third.		1st.	2nd.	Inter.	Third.	
12	13	14	15	16	17	18	19	20	21	22
										5′ 6″ Gauge.
(*n*)144	1,470	2,531	1,386	1,280	15	84	152	17	29	Bengal Nagpur.
111	1,410	2,619	150	2,153	7	42	84	..	..	Bombay, Baroda and Central India.
249	2,059	3,268	9,350	8,343	11	72	104	54	72	Eastern Bengal.
496	3,155	6,727	10,397	‡‡13,760	§§16	116	173	..	¶8	East Indian.
‡310	§2,925	§5,700	1,882	§7,429	..	..	..	..	..	Great Indian Peninsula.
148	518	1,753	2,199	6,296	22	86	146	36	54	Madras and Southern Mahratta.
26	254	618	..	514	4	24	50	..	..	Nizam's State.
647	3,317	4,286	11,431	27,814	*68	498	628	..	53	North Western.
66	720	1,818	..	1,060	..	..	..	..	..	South Indian.
2,197	15,828	29,320	36,795	68,649	143	922	1,337	107	216	Total.
										3′ 3½″ Gauge.
153	966	..	1,960	4,620	..	..	..	..	..	Assam Bengal.
79	524	738	1,168	1,212	(*k*) 119	567	576	460	964	Bengal and North Western.
140	1,188	1,602	162	1,801	30	180	180	..	..	Bombay, Baroda and Central India.
167	1,398	2,648	..	1,996	1	6	8	..	..	Burma.
155	1,012	935	1,996	2,711	(*m*)23	132	132	14	14	Eastern Bengal.
47	142	214	774	963	12	33	46	13	..	Jodhpur.
153	514	1,098	1,413	2,907	14	56	84	..	..	Madras and Southern Mahratta.
13	120	260	..	123	‖8	51	110	..	..	Nizam's State.
25	147	216	350	722	(*l*)20	67	69	139	139	Rohilkund and Kumaon.
176	1,159	2,624	177	2,574	3	18	24	..	.	South Indian.
1,108	7,170	10,335	8,000	19,629	230	1,110	1,229	626	1,117	Total.

‡ Includes 48 Bogies Electric Stock.
§ Includes 586 First, 1,972 Second and 1,564 Third class seats of Electric Stock; and excludes 100 Dining seats.
‖ Six Wheeled.
(*k*) Includes 90 six-wheelers.
(*l*) Includes 6 six-wheelers.
(*m*) Includes 20 six-wheelers.
(*n*) Includes 2 Steam Coaches.
§§ Excludes 3 Steam Coaches shown in statement No. 10-A (page 70)
‡‡ Includes 2,524 seats for servants in Higher class stock.
¶ Represent servants seats in Higher class stock.
* Includes 2 Steam Coach trailers.

10.—Statement of Equipment showing the actual stock running on Class I Railways on the 31st March 1937—contd.

B.—COACHING STOCK—*Broad and Metre gauges*—contd.

Railway.	COMPOSITE PASSENGER CARRIAGES WITH BRAKE VAN OR MAIL ACCOMMODATION.										MILITARY CARS.		DINING CARS.	
	Bogies.					*Four-wheelers.*								
	No.	Seats by classes.				No.	Seats by classes.				No. (in units).	Seats.	No. (in units).	Seats.
		1st.	2nd.	Inter.	Third.		1st.	2nd.	Inter.	Third.				
23	24	25	26	27	28	29	30	31	32	33	34	35	36	37
5′ 6″ GAUGE.														
Bengal Nagpur	146	..	..	276	8,390	5	..	..	52	120	..	..	13	390
Bombay, Baroda and Central India	98	16	..	1,407	5,360	..	..	..	..	..	..	..	15	480
Eastern Bengal	199	..	..	880	17,097	1	..	..	..	36	..	..	* 2	72
East Indian	528	26	46	738	32,554	12	..	..	..	499	..	..	(*d*)24	609
Great Indian Peninsula	254	112	224	21	12,484	..	..	..	..	..	60	†3,193	29	(*c*)990
Madras and Southern Mahratta	147	..	..	384	8,337	8	..	..	..	190	..	..	5	142
Nizam's State	16	..	..	..	537	1	..	..	..	30	..	..	..	..
North Western	518	800	820	1,469	22,966	..	..	..	..	..	18	1,152	34	800
South Indian	108	72	144	..	6,481	..	..	..	..	..	..	..	2	64
Total	2,014	1,026	1,234	5,175	114,206	27	..	..	52	875	78	4,345	124	3,547
3′ 3¼″ GAUGE.														
Assam-Bengal	150	..	..	1,434	4,086	26	..	..	..	104	..	..	2	46
Bengal and North Western	46	..	..	..	2,190	(*a*)22	..	..	..	552	..	..	*2	24
Bombay, Baroda and Central India.	187	..	..	..	9,776	..	..	..	..	..	..	..	5	(*b*)160
Burma	222	100	48	..	9,436	..	..	..	..	..	..	..	2	55
Eastern Bengal	153	..	..	138	6,170	4	..	..	..	63	..	..	2	30
Jodhpur	63	..	..	..	3,435	4	..	..	..	80	..	..	4	66
Madras and Southern Mahratta	138	..	..	240	4,438	149	..	..	..	1,884	..	..	..	..
Nizam's State	20	..	128	..	506	*4	..	..	..	110	..	..	..	..
Rohilkund and Kumaon	23	..	..	53	1,209	*1	..	..	13	19	..	..	1	25
South Indian	337	..	..	..	18,076	..	..	..	..	..	..	..	8	150
Total	1,339	100	176	1,865	59,322	210	..	..	13	2,812	..	..	26	556

* Six-wheeled.
† 183 First class and 3,010 Third class.
(*a*) Includes 14 six-wheelers.
(*b*) Includes 72 Dining seats of 6 Bogie composite 1st, 2nd and Dining Cars included in the number 140 shown under column 12, page 81.
(*c*) Excludes 256 seats for servants.
(*d*) Includes 16 six wheeled Bogies.

10.—Statement of Equipment showing the actual stock running on Class I Railways on the 31st March 1937—contd.

B.—COACHING STOCK—*Broad and Metre gauges*—contd.

SALOONS, ROYAL AND STATE.				RESERVED CARRIAGES (FOR USE OF THE PUBLIC).				Total Passenger carriages for public use. In units (cols. 2 to 44 No. cols. only).	Railway.
Bogies.		Four-wheelers.		Bogies.		Four-wheelers.			
No.	Berths.	No.	Berths.	No.	Berths.	No.	Berths.	No.	
38	39	40	41	42	43	44	45	46	47
									5′ 6″ GAUGE.
..	..	..	..	6	30	..	..	789	Bengal Nagpur.
1	7	..	..	13	156	*10	111	739	Bombay, Baroda and Central India.
2	6	..	..	3	10	..	..	713	Eastern Bengal.
14	39	..	..	(e)28	172	8	22	2,585	East Indian.
5	17	..	..	22	222	..	..	1,325	Great Indian Peninsula.
2	4	‡1	2	3	21	‡2	12	692	Madras and Southern Mahratta.
†11	62	3	6	6	46	..	..	131	Nizam's State.
28	123	..	..	(b)23	110	..	..	2,476	North Western.
2	18	..	..	2	16	..	..	328	South Indian.
65	276	4	8	106	783	20	145	9,773	Total.
									3′ 3¾″ GAUGE.
1	2	1	5	1	3	..	..	611	Assam-Bengal.
1	2	‡2	4	..	..	(a)14	22	1,273	Bengal and North Western.
6	22	1	1	16	94	1	2	1,222	Bombay, Baroda and Central India.
3	4	..	..	14	(d)100	..	..	807	Burma.
2	4	..	..	2	5	..	..	672	Eastern Bengal.
..	..	..	..	..	..	..	..	259	Jodhpur.
2	4	..	..	1	6	4	12	870	Madras and Southern Mahratta.
4	18	‡1	4	1	3	‡1	4	138	Nizam's State.
..	..	..	..	..	..	(c)3	4	242	Rohilkund and Kumaon.
2	4	..	..	3	38	..	..	1,297	South Indian.
21	60	5	14	38	249	23	44	7,391	Total.

* Includes 3 six wheelers.
† Includes 3 First class State carriages.
‡ Six-wheeled.

(a) Includes 6 six-wheelers.
(b) Tourist cars.
(c) Includes 1 six-wheeler.
(d) Excluding 122 3rd class seats.
(e) Includes 12 six wheeled Bogies.

10.—Statement of Equipment showing the actual stock running on Class I Railways on the 31st March 1937—contd.

B.—COACHING STOCK—*Broad and Metre gauges*—contd.

Railway.	Other Coaching Vehicles.								
	Luggage and brakes and brake vans with mail accommodation (excluding those forming part of composite passenger carriages).		Brake vans fitted with mails (newspaper, letter sorting).	Mails (newspaper, letter sorting).	Carriage and motor vans.	Horse vans.		Luggage vans.	Miscellaneous (excluding departmental). In units.
	Bogies. No.	Four-wheelers. No.	No.	No. (in units).	No. (in units).	No. (in units).	Stalls.	No. (in units).	
48	49	50	51	52	53	54	55	56	57
5′ 6″ GAUGE.									
Bengal-Nagpur	..	..	28	..	75	36	216	3	67
Bombay, Baroda and Central India	..	..	..	..	58	25	150	91	2
Eastern Bengal	3	..	..	..	38	37	222	139	88
East Indian	..	..	4	14	231	151	906	(e)40	(d)41
Great Indian Peninsula	9	..	2	..	55	99	564	25	269
Madras and Southern Mahratta	..	..	..	4	41	27	162	93	1
Nizam's State	..	..	..	1	10	12	72	..	*10
North Western	15	..	..	..	117	155	930	157	(a) 429
South Indian	5	..	..	..	41	17	102	51	..
Total	32	..	34	19	666	559	3,324	599	907
3′ 3¾″ GAUGE.									
Assam-Bengal	9	37	..	..	26	12	48	5	42
Bengal and North Western	..	..	..	..	(c) 24	30	120	..	(b) 3
Bombay, Baroda and Central India	..	..	..	..	60	80	320	23	6
Burma	30	..	..	..	71	11	44	31	158
Eastern Bengal	5	..	..	1	36	30	120	148	41
Jodhpur	..	..	..	..	5	8	32	7	3
Madras and Southern Mahratta	..	..	..	..	33	43	172	44	14
Nizam's State	..	..	..	..	4	12	48	..	*2
Rohilkund and Kumaon	..	..	3	..	6	12	48	6	7
South Indian	11	..	5	..	43	44	104	10	13
Total	55	37	8	1	308	282	1,056	274	289

* Includes 2 State Vehicles (a Dynamo van and a kitchen and Third class bogie).
(a) Includes 166 Cold Storage Vans and 23 Insulated Fruit Vans
(b) Includes 1 six-wheeler.
(c) Includes 3 six-wheelers
(d) Includes one six Wheeled Bogie. 3 Bogie Parcel Vans are provided with insulation in one comptt. of each.
(e) 3 Bogie Luggage Vans are provided with insulation in one comptt. of each.

10.—Statement of Equipment showing the actual stock running on Class I Railways on the 31st March 1937—contd.

B.—COACHING STOCK—*Broad and Metre gauges*—concld.

BRAKE VANS USED EXCLUSIVELY ON PASSENGER SERVICE.		Total other coaching vehicles. In units (cols. 49 to 54, 56 and 57).	Total coaching vehicles for public use. In units. (Cols. 46, 58 to 60.)	Railway service vehicles (including officers' carriages). In units.		Railway.
Bogies.	Four-wheelers.			No.	Berths.	
No.	No.					
58	59	60	61	62	63	64
						5′ 6″ GAUGE.
..	..	209	998	159	(c) 132	Bengal Nagpur.
31	7	176	953	20	40	Bombay, Baroda and Central India.
..	12	305	1,030	66	(d) 126	Eastern Bengal.
..	84	481	3,150	(k)332	236	East Indian.
15	23	459	1,822	198	330	Great Indian Peninsula.
..	43	166	901	86	276	Madras and Southern Mahratta.
..	6	33	‡170	12	22	Nizam's State.
..	119	873	3,468	253	480	North Western.
..	..	114	442	31	22	South Indian.
46	294	2,816	12,934	1,157	1,664	Total.
						3′ 3¾″ GAUGE.
..	..	131	742	114	326	Assam Bengal.
1	(g)162	57	1,493	(h)83	48	Bengal and North Western.
28	3	169	1,422	29	48	Bombay, Baroda and Central India.
..	..	301	1,108	75	150	Burma.
..	19	261	952	83	(e) 108	Eastern Bengal.
4	10	23	296	46	102	Jodhpur.
..	..	134	1,004	114	138	Madras and Southern Mahratta.
..	14	18	(f)170	(j)24	17	Nizam's State.
..	..	34	276	(i)13	17	Rohilkund and Kumaon.
..	..	126	1,423	60	81	South Indian.
33	208	1,254	8,886	641	1,035	Total.

‡ Includes 18 units of State Stock for private use.
(c) Excludes 16 chairs.
(d) Excluding those of one Inspection Car, and one electric charging van.
(e) Excluding those of 1 tender to saloon, and 1 electric charging van, 1 Inspection car, and one cinema car.
(f) Includes 7 units of State Stock for private use.
(g) Includes 122 six-wheelers.
(h) Includes 7 six-wheelers and 2 bogies.
(i) Includes 5 six-wheelers.
(j) Includes 14 workmen train Carriages.
(k) Includes 1 six-wheeler Resd. carriage & 1 six-wheeled Bogie Resvd. carriage.

10.—Statement of Equipment showing the actual stock running on

C.—Goods

Railway.	Covered wagons. (In units.)					Open wagons (high-sided). (In units.)					Open	
	17 tons and under.	Over 17 and up to 24 tons.	Over 24 and up to 36 tons.	Over 36 tons.	Total capacity in tons.	17 tons and under.	Over 17 and up to 24 tons.	Over 24 and up to 36 tons.	Over 36 tons.	Total capacity in tons.	17 tons and under.	Over 17 and up to 24 tons.
1	2	3	4	5	6	7	8	9	10	11	12	13
5′ 6″ Gauge.												
Bengal Nagpur .	..	6,884	..	..	146,536	..	12,872	..	..	282,788	..	61
Bombay, Baroda & Central India.	537	5,323	..	..	126,235	151	1,944	..	..	45,788	..	†1
Eastern Bengal .	1,042	5,837	..	2	126,779	82	58	..	2	2,619	201	329
East Indian .	495	32,344	6	2	652,652	93	14,372	22	4	305,227	219	2
Great Indian Peninsula.	2,203	8,697	..	1,076	262,767	465	2,734	..	215	74,634	533	185
Madras & Southern Mahratta.	600	3,670	..	..	91,567	33	947	..	73	25,143	11	398
Nizam's State .	..	(a) 946	..	..	20,391	..	(b) 986	..	..	21,728	..	193
North Western .	64	22,271	188	113	508,352	23	2,338	..	101	54,949	12	1,688
South Indian .	..	1,507	..	..	33,645	..	615	..	..	13,764	..	..
Total .	4,941	87,479	194	1,193	1,968,924	847	36,866	22	395	826,640	976	2,857

Railway.	Covered wagons. (In units.)					Open wagons (high-sided). (In units.)					Open	
	10 tons and under.	Over 10 and up to 15 tons.	Over 15 and up to 20 tons.	Over 20 tons.	Total capacity in tons.	10 tons and under.	Over 10 and up to 15 tons.	Over 15 and up to 20 tons.	Over 20 tons.	Total capacity in tons.	10 tons and under.	Over 10 and up to 15 tons.
1	2	3	4	5	6	7	8	9	10	11	12	13
3′ 3⅜″ Gauge.												
Assam Bengal .	615	3,939	100	..	51,559	15	..	44	..	1,030	..	..
Bengal & North-Western.	4,022	5,497	956	..	120,251	..	..	..	..	..	441	550
Bombay, Baroda & Central India.	69	5,289	399	95	77,044	219	128	463	14	12,404	..	389
Burma . .	..	6,384	..	193	88,553	..	..	..	..	..	..	933
Eastern Bengal .	1,003	2,123	653	801	72,507	..	10	..	12	455	171	170
Jodhpur . .	..	1,513	494	100	24,217	..	..	..	..	..	..	97
Madras & Southern Mahratta.	250	3,264	2,111	42	80,919	..	787	172	43	16,069	16	..
Nizam's State .	..	967	..	..	12,400	..	*64	..	..	701	..	‡253
Rohilkund and Kumaon.	307	1,278	874	..	34,138	..	..	30	..	540	2	217
South Indian .	456	1,237	1,634	45	51,936	103	346	179	346	15,850	..	..
Total .	6,722	31,491	7,221	1,276	613,524	337	1,335	888	415	47,049	630	2,609

* 14 of these have been coupled to goods brake vans.
(a) 20 of these are being used as coaching vehicles.
(b) Includes 11 open wagons stencilled as coaching vehicles.
† Six wheeled.
‡ 2 of these are being utilised as temporary water tanks.

Class I Railways on the 31st March 1937—Broad and Metre gauges—contd.

Stock.

Wagons (low-sided). (In units.)			Special wagons. (In units.)							Total goods vehicles for public use. In units. (Cols. 2 to 23 excluding Cols. 6, 11 and 16.)	Brake vans used indiscriminately on passenger, mixed or goods service. (In units.)	Railway service vehicles (including inspection trollies). (In units.)	Travelling Cranes and their dummy trucks. (In units.)	Road Motors.	Railway.
					Timber or rail wagons.										
Over 24 and up to 36 tons.	Over 36 tons.	Total capacity in tons.	Live Stock Wagons.	Wagons for explosives.	24 tons and under.	Over 24 tons.	Petrol tank Wagons.	Other tank Wagons.	Miscellaneous Wagons.						
14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
															5′ 6″ Gauge.
..	..	1,196	32	10	260	569	30	170	1,115	22,003	434	210	78	2	B. N.
35	221	10,446	1,007	13	..	..	30	138	1	9,401	200	518	15	18	B. B. & C. I.
116	..	13,714	..	4	25	97	70	86	103	8,054	92	121	27	4	E. B.
..	..	2,479	108	36	25	406	25	540	365	49,064	992	1,180	120	32	E. I.
..	..	12,000	1,477	32	196	70	84	178	29	18,174	570	611	92	22	G. I. P.
..	..	8,679	4	31	99	9	56	93	7	6,036	168	130	29	2	M. & S. M.
..	..	4,146	..	..	10	..	..	..	..	2,135	43	156	5	11	N. S.
1	144	44,507	4	48	76	437	105	420	†211	28,244	364	405	100	20	N. W.
..	..	..	..	13	101	12	14	8	4	2,274	71	176	7	..	S. I.
152	365	97,167	2,632	187	792	1,600	414	1,638	1,835	145,385	2,934	3,507	473	111	Total

Wagons (low-sided). (In units.)			Special wagons. (In units.)							Total goods vehicles for public use. In units. (Cols. 2 to 23 excluding Cols. 6, 11 and 16.)	Brake vans used indiscriminately on passenger, mixed or goods service (in units).	Railway service vehicles (including inspection trollies) (in units).	Travelling Cranes and their dummy trucks (in units).	Road Motors.	Railway.
					Timber or rail wagons.										
Over 15 and up to 20 tons.	Over 20 tons.	Total capacity in tons.	Live Stock Wagons.	Wagons for explosives.	15 tons and under.	Over 15 tons.	Petrol tank Wagons.	Other tank Wagons.	Miscellaneous Wagons.						
14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
															3′ 3¼″ Gauge.
..	..	..	14	1	..	204	146	89	95	5,262	2	597	19	2	A. B.
28	..	10,953	..	..	279	100	20	156	1	12,050	130	28	47	1	B. & N. W.
300	..	10,435	983	25	11	195	6	30	24	8,645	148	632	44	4	B. B. & C. I.
..	108	16,203	709	6	192	532	7	58	..	9,122	199	269	114	..	Burma.
75	108	8,140	..	8	82	169	11	55	10	5,461	82	98	30	..	E. B.
70	223	6,749	35	3	..	..	5	19	..	2,559	48	92	2	..	Jodhpur.
136	45	3,840	105	13	145	21	26	68	187	7,431	270	115	38	..	M. & S. M.
..	2	3,071	..	..	20	..	1	3	..	1,310	29	136	6	1	N. S.
..	..	2,504	..	2	63	40	..	..	7	2,820	64	71	26	1	R. & K.
13	..	247	..	9	1	125	26	98	13	4,631	214	1,448	20	1	S. I.
628	486	62,142	1,846	67	793	1,386	248	576	337	59,291	1,186	3,486	346	10	Total.

† Includes 205 sugar cane trucks.

10.— *Statement of Equipment showing the actual stock running on Class I Railways on the 31st March 1937*—concld.

Coaching Stock—(*Narrow gauge*).

Railway.	PASSENGER VEHICLES. (For public use.) No. (in units).	Seats by Classes. 1st.	2nd.	Inter.	3rd.	Other coaching vehicles (including brake vans for public use). In units.	Total. In units.	Railway service vehicles (including officers' carriages). In units.	Steam coach trailers for public use. In units.
1	2	3	4	5	6	7	8	9	10
2′ 6″ Gauge.									
Bengal Nagpur	364	524	503	859	9,815	26	390	29	3
Bombay, Baroda and Central India	72	(a)	176	(a)	3,008	..	72	..	..
Eastern Bengal	58	64	24	85	1,473	..	58	..	..
Great Indian Peninsula	48	(a)	66	..	1,878	2	50	1	..
North Western	291	382	540	869	9,474	60	351	9	..
South Indian	34	..	40	..	783	..	34	1	..
Total	867	970	1,349	1,813	26,431	88	955	40	3

Goods Stock—(*Narrow gauge*).

Railway.	Goods wagons (including special wagons and brake-vans). Number. (In units).	Total capacity (in tons).	Railway service wagons. (In units).	Remarks.
1	2	3	4	5
2′ 6″ Gauge.				
Bengal Nagpur	*1,988	**30,760	12	
Bombay, Baroda and Central India	‖328	¶4,063	2	
Eastern Bengal	†27	††116	..	
Great Indian Peninsula	‡206	‡‡3,220	29	
North Western	§825	§§11,265	83	
South Indian	78	765	..	
Total	3,452	50,189	126	

* Includes 304 special wagons.
** Includes 3,407 tons carrying capacity of 304 special wagons.
† Includes 6 special wagons.
†† Includes 29 tons carrying capacity of 6 special wagons.
‡ Includes 5 special wagons.
‡‡ Includes 30 tons carrying capacity of 5 special wagons.
§ Includes 127 special wagons.
§§ Includes 884 tons carrying capacity of 127 special wagons.
‖ Includes 16 special wagons.
(a) Included in next column.
¶ Includes 61 tons carrying capacity of 20 special wagons.

11.—STATEMENT OF NET ADDITIONS TO, OR REDUCTIONS IN, EQUIPMENT OF CLASS I RAILWAYS DURING THE YEAR 1936-37.

11.—Statement of net additions to, or reductions in,

Railway.	Locomotives.			Rail motors.		Steam coaches.		Electric motor coaches.		Coaching vehi used exclusively	
	Steam.	Electric.									Pass
	No.	No.	Tractive effort (in lbs.).	No.	Seats.	No. (in units).	Seats.	No. (in units).	Seats.	No. (in units).	1st.
1	2	3	4	5	6	7	8	9	10	11	12
5′ 6″ gauge.											
Bengal Nagpur	—6	..	—54,431	..	..	..	..	..	..	—20	—22
Bombay, Baroda and Central India	..	..	8,625	..	..	..	..	..	..	16	—6
Eastern Bengal	—8	..	—88,336	..	..	..	..	..	..	5	91
East Indian	—5	..	7,069	..	..	..	..	..	..	—3	—48
Great Indian Peninsula	—36	..	—811,140	..	..	§1	55	..	..	—10	375
Madras and Southern Mahratta	1	..	40,339	..	..	..	..	..	..	—17	—8
Nizam's State	..	..	..	..	..	..	..	..	..	—7	..
North Western	*—36	..	—678,671	..	..	..	..	..	..	—53	—691
South Indian	—1	..	9,186	..	..	..	..	..	..	7	84
Total	—91	..	—1,567,359	..	..	§1	55	..	..	—82	—225
3′ 3½″ gauge.											
Assam-Bengal	3	..	143,313	..	..	..	..	..	..	..	764
Bengal and North Western	8	..	99,518	..	..	..	..	..	..	—49	12
Bombay, Baroda and Central India	—9	..	—88,843	..	..	..	..	..	..	—23	..
Burma	—13	..	—264,394	..	..	..	..	..	..	—120	—89
Eastern Bengal	—5	..	—82,455	..	..	..	..	..	..	—32	—12
Jodhpur	..	..	2,075	1	12	..	..	..	..	—1	..
Madras and Southern Mahratta	..	..	26,423	..	..	..	..	..	..	—1	—4
Nizam's State	..	..	23,844	..	..	..	..	..	..	—10	—6
Rohilkund and Kumaon	4	..	63,828	..	..	..	..	..	..	—2	..
South Indian	—4	—2	—25,105	..	..	..	..	..	..	8	6
Total	—16	—2	—101,796	1	12	..	..	..	..	—230	671
2′ 6″ & 2′ 0″ gauges.											
Bengal-Nagpur	..	..	—1,670	..	..	..	..	..	..	—10	—4
Bombay, Baroda and Central India	—1	..	—3,861	..	..	..	..	..	..	4	..
Eastern Bengal	..	..	..	..	..	..	..	..	..	10	—2
Great Indian Peninsula	..	..	..	..	..	§1	58	..	..	—1	..
North Western	—1	..	—14,112	..	..	..	..	..	..	—7	—85
South Indian	..	..	..	..	..	..	..	..	..	..	—40
Total	—2	..	—19,643	..	..	1	58	..	..	—4	—131

* One petrol locomotive transferred to the list of Tools and Plant of Workshops in accordance with the orders of the Railway Board.

§ Internal combustion coach.

equipment of Class I Railways during the year 1936-37—(By gauges).

CLES (EXCLUDING VEHICLES ON RAILWAY SERVICE).				GOODS WAGONS (EXCLUDING WAGONS USED EXCLUSIVELY ON RAILWAY SERVICE).					Railway Service vehicles, including Officers carriages, Inspection trollies, Travelling cranes and Dummy Trucks.			
nger carriages.			Other coaching vehicles including brake vans (in units).	Covered wagons.		Open wagons		Special wagons including brake vans (in units).			Road Motors.	Railway.
Seats.				No. (in units).	Capacity (in tons).	No. (in units).	Capacity (in tons).		Passenger (in units).	Goods (in units).		
2nd.	Inter.	3rd.										
13	14	15	16	17	18	19	20	21	22	23	24	25
												5′ 6″ GAUGE.
—75	—289	—1,544	—9	—254	—4,485	—230	—5,619	—26	5	34	..	Bengal Nagpur.
232	—75	1,876	17	178	4,975	14	1,306	—45	..	..	7	Bombay, Baroda and Central India.
244	—78	—165	49	—58	—10,562	—19	—640	22	5	5	—5	Eastern Bengal.
—44	—117	—653	—6	—401	—7,335	219	3,660	100	—15	—10	†..	East Indian.
—296	58	—2,179	—23	—24	47	—99	—1,410	—89	1	—6	1	Great Indian Peninsula.
—18	329	—707	—11	—56	—683	—24	—32	—27	—5	—16	..	Madras and Southern Mahratta.
—138	..	—712	—4	—3	—64	33	877	..	1	12	..	Nizam's State.
—1,162	—598	—4,726	—10	—252	—5,195	—45	—908	27	1	—13	..	North Western.
..	..	507	16	..	—283	..	—60	4	..	3	..	South Indian.
—1,257	—770	—8,303	19	—870	—23,585	—151	—2,826	—34	—7	9	†3	Total.
												3′ 3¾″ GAUGE.
—1,100	118	626	5	4	99	—2	—20	83	—6	..	..	Assam-Bengal.
18	60	—1,620	3	—49	—440	..	..	..	51	..	..	Bengal and North Western.
..	..	—864	6	85	1,228	—7	—88	45	—1	—7	4	Bombay, Baroda and Central India.
—104	..	—5,539	—4	..	..	—2	—30	—33	1	..	..	Burma.
—12	—28	—1,105	64	54	1,900	—20	335	4	2	2	..	Eastern Bengal.
..	—8	—42	1	—1	—11	..	..	3	2	1	..	Jodhpur.
27	331	—88	9	—95	—775	8	416	13	2	6	..	Madras and Southern Mahratta.
—54	..	—1,090	—1	—12	—150	—11	—70	—8	—1	—1	—1	Nizam's State.
..	..	—138	—1	—2	—20	..	..	..	..	...	..	Rohilkund and Kumaon.
20	..	1,158	..	—269	—2,089	—92	—512	2	..	—146	..	South Indian.
—1,205	473	—8,702	82	—285	—258	—126	31	104	50	—145	3	Total.
												2′ 6″ & 2′ 0″ GAUGES.
—44	—39	—283	—1	..	56	..	—4	..	..	..	..	Bengal Nagpur.
..	..	173	..	4	32	1	15	—4	..	1	..	Bombay, Baroda and Central India.
..	..	467	..	..	..	..	..	..	..	..	..	Eastern Bengal.
..	..	—58	..	..	..	..	..	..	..	..	..	Great Indian Peninsula.
—91	20	105	—2	—1	—98	..	—2	—2	—4	—2	..	North Western.
40	..	..	..	..	..	..	..	..	..	..	..	South Indian.
—95	—19	404	—3	3	—10	1	9	—6	—4	—1	..	Total.

†In the year 1935-36 the number of Road Motors on E.I. Ry. was 32 & not 27 as shown on page 87 col. 28 of the vol. II for that year.

12.—Statement of Passenger Revenue Statistics of

Railway.	Year.	Passengers originating on home line whether local or foreign (in hundreds).					Other traffic.	Passengers carried	
		1st.	2nd.	Inter.	3rd.	Total.	(a)	1st.	2nd.
1	2	3	4	5	6	7	8	9	10
5′ 6″ GAUGE.									
Bengal-Nagpur	*1935-36*	*21,2*	*106,1*	*1,529,9*	*14,838,6*	*16,495,8*	*521,7*	*24,5*	*117,4*
	1936-37	21,3	98,2	1,494,8	14,183,0	15,797,3	507,5	24,1	107,7
Bombay, Baroda and Central India	*1935-36*	*29,9*	*1,612,1*	*63,1*	*55,174,7*	*56,879,8*	*2,518,7*	*49,3*	*1,670,2*
	1936-37	42,2	1,482,7	64,7	56,157,8	57,747,4	2,542,6	48,7	1,532,1
Eastern-Bengal	*1935-36*	*40,3*	*204,1*	*1,404,8*	*26,358,2*	*28,007,4*	*1,005,7*	*45,1*	*220,0*
	1936-37	40,4	229,7	2,037,5	27,032,1	29,339,7	1,065,5	45,6	245,6
East Indian	*1935-36*	*55,7*	*367,1*	*3,644,1*	*52,990,9*	*57,075,8*	*2,566,3*	*65,4*	*402,9*
	1936-37	58,7	370,7	3,518,3	51,644,8	55,592,5	2,439,2	68,1	405,5
Great Indian Peninsula	*1935-36*	*55,9*	*770,7*	*90,3*	*48,440,5*	*49,357,4*	*2,066,9*	*68,7*	*817,1*
	1936-37	53,5	740,1	97,4	50,124,3	51,015,3	1,674.5	66,5	783,5
Madras and Southern Mahratta	*1935-36*	*11,0*	*114,0*	*281,9*	*16,715,4*	*17,122,3*	*937,4*	*17,2*	*144,5*
	1936-37	10,9	119,2	304,7	16,290,1	16,724,9 (b)	857,1	17,8	152,2
Nizam's State	*1935-36*	*3,8*	*28,4*	*2,4*	*3,021,4*	*3,056,0*	*333,6*	*6,0*	*39,8*
	1936-37	(b) 4,0	(b) 25,9	(b) 2,3	(b) 2,839,2	2,871,4	255,0	(b) 6,3	(b) 35,6
North-Western	*1935-36*	*42,4*	*295,6*	*1,889,6*	*61,205,3*	*63,432,9*	*1,082,8*	*49,0*	*319,0*
	1936-37	42,5	294,3	1,806,7	62,528,2	64,671,7	1,044,1	49,6	318,2
South Indian	*1935-36*	*5,7*	*92,7*	*Nil*	*12,553,2*	*12,651,6*	*703,2*	*8,6*	*110,5*
	1936-37	6,0	81,2	Nil	12,144,6	12,231,8	692,0	9,5	99,9
TOTAL 5′ 6″ GAUGE	*1935-36*	*265,9*	*3,590,8*	*8,906,1*	*291,298,2*	*304,061,0*	*11,736,3*	*333,8*	*3,841,4*
	1936-37	279,5	3,442,0	9,326,4	292,944,1	305,992,0	11,077,5	336,2	3,680,3
3′ 3½″ GAUGE.									
Assam Bengal	*1935-36*	*9,4*	*38,7*	*291,3*	*10,413,8*	*10,753,2*	*273,6*	*11,1*	*42,0*
	1936-37	20,7	28,3	324,0	11,274,1	11,647,1	342,6	23,5	30,8
Bengal and North Western	*1935-36*	*13,9*	*87,2*	*383,1*	*29,667,3*	*30,151,5*	*1,040,9*	*14,9*	*91,8*
	1936-37	14,2	90,2	399,5	29,887,6	30,391,5	979,5	15,0	94,4
Bombay, Baroda and Central India.	*1935-36*	*8,6*	*82,5*	*8,8*	*20,426,9*	*20,526,8*	*2,525,7*	*14,6*	*124,3*
	1936-37	7,5	80,0	11,1	19,505,9	19,604,5	2,552,4	13,3	120,5
Burma	*1935-36*	*23,1*	*265,1*	*Nil*	*20,271,0*	*20,559,2*	*Nil*	*23,1*	*265,1*
	1936-37	19,8	261,3	Nil	19,991,7	20,272,8	Nil	19,8	261,3

(b) Includes figures of "Travel-as-you-like" concession traffic

Class I Railways for the years 1935-36 and 1936-37.

(in hundreds). (*a*)				Passenger miles (in thousands).					Railway.
Inter. 11	3rd. 12	Total. 13	On the System. 14	1st. 15	2nd. 16	Inter. 17	3rd. 18	Total. 19	20
									5′ 6″ GAUGE.
1,553,9	*15,321,7*	*17,017,5*	*19,589,3*	*6,020*	*17,937*	*60,083*	*730,433*	*814,473*	Bengal Nagpur.
1,514,8	14,658,2	16,304,8	18,797,3	5,951	16,607	59,085	688,594	770,237	
68,0	*57,611,0*	*59,398,5*	*84,164,8*	*8,961*	*40,884*	*13,929*	*1,110,079*	*1,173,853*	Bombay, Baroda and Central India.
69,6	58,639,6	60,290,0	82,952,4	9,077	39,837	18,749	1,111,797	1,179,460	
1,451,4	*27,296,6*	*29,013,1*	*39,368,2*	*3,817*	*11,766*	*35,375*	*615,288*	*666,246*	Eastern Bengal.
2,093,2	28,020,8	30,405,2	41,873,6	3,912	11,993	45,139	645,675	706,719	
3,719,6	*55,436,3*	*59,624,1*	*59,624,1*	*14,865*	*52,524*	*153,284*	*3,084,508*	*3,335,181*	East Indian.
3,592,5	53,965,6	58,031,7	58,031,7	15,248	53,684	181,323	3,013,219	3,263,474	
129,9	*50,408,6*	*51,424,3*	*52,058,5*	*16,910*	*50,128*	*22,450*	*1,733,129*	*1,822,617*	Great Indian Peninsula.
142,4	51,697,4	52,689,8	53,225,3	17,388	48,994	24,962	1,756,770	1,848,114	
292,8	*17,605,2*	*18,059,7*	*30,533,2*	*4,070*	*17,128*	*18,470*	*643,869*	*683,537*	Madras and Southern Mahratta.
317,4	17,094,6	17,582,0	30,640,8	4,290	18,297	18,497	639,405	680,489	
4,2	*3,339,6*	*3,389,6*	*7,852,2*	*893*	*4,457*	*616*	*162,052*	*168,018*	Nizam's State.
(*b*)4,1	(*b*)3,080,4	(*b*)3,126,4	(*b*)7,585.3	(*b*)924	(*b*)4,532	(*b*)640	(*b*)172,609	(*b*)178,705	
1,919,8	*62,227,9*	*64,515,7*	*65,333,0*	*12,045*	*45,534*	*101,153*	*2,777,059*	*2,935,791*	North Western.
1,839,6	63,508,4	65,715,8	66,498,5	12,437	46,704	105,979	2,780,783	2,945,903	
Nil	*13,235,7*	*13,354,8*	*52,317,3*	*1,307*	*8,711*	*Nil*	*323,976*	*333,994*	South Indian.
Nil	12,814,4	12,923,8	53,752,3	1,612	9,921	Nil	335,178	346,711	
9,139,5	*302,482,6*	*315,797,3*		*68,888*	*249,069*	*435,360*	*11,180,393*	*11,933,710*	TOTAL 5′ 6″ GAUGE.
9,573,6	303,479,4	317,069,5		70,839	250,569	454,374	11,144,030	11,919,812	
									3′ 3¼″ GAUGE.
305,2	*10,668,5*	*11,026,8*	*11,026,8*	*958*	*2,552*	*13,750*	*281,306*	*298,596*	Assam Bengal.
343,6	11,591,8	11,989,7	11,989,7	1,723	1,600	14,575	333,697	351,595	
400,0	*30,685,7*	*31,192,4*	*31,192,4*	*1,506*	*7,190*	*23,838*	*1,696,215*	*1,128,749*	Bengal and North Western.
418,7	30,842,9	31,371,0	31,371,0	1,452	7,248	24,885	1,075,715	1,109,300	
14,3	*22,899,3*	*23,052,5*	*	*2,093*	*12,354*	*821*	*976,946*	*992,214*	Bombay, Baroda and Central India.
17,7	22,005,4	22,156,9	*	1,773	11,042	1,134	911,325	925,274	
Nil	*20,271,0*	*20,559,2*	*20,559,2*	*2,715*	*10,924*	*Nil*	*468,352*	*481,991*	Burma.
Nil	19,991,7	20,272,8	20,272,8	2,680	10,217	Nil	473,076	485,973	

(*a*) In Columns 8 to 13 passengers travelling over two or more railways or two or more gauges on the same railway are considered as having made two or more separate journeys, but in Column 14 each passenger is considered to have performed one journey only on each Railway system.

* Included under 5′ 6″ gauge.

12.—*Statement of Passenger Revenue Statistics of*

Railway. 1	Year. 2	Passengers originating on home line whether local or foreign (in hundreds). 1st. 3	2nd. 4	Inter. 5	3rd. 6	Total. 7	Other traffic. (a) 8	Passen 1st. 9	2nd. 10
3′ 3¾″ GAUGE—*concld.*									
Eastern Bengal	*1935-36*	*7,8*	*38,5*	*297,1*	*9,367,3*	*9,710,7*	*1,214,3*	*13,1*	*52,5*
	1936-37	11,1	45,6	383,0	10,351,8	10,791,5	1,296,9	16,4	59,6
Jodhpur	*1935-36*	*2,3*	*24,7*	*151,8*	*3,900,2*	*4,079,0*	*368,7*	*3,7*	*32,9*
	1936-37	2,4	24,8	178,2	4,169,0	4,374,4	416,5	4,0	33,0
Madras and Southern Mahratta.	*1935-36*	*5,1*	*79,5*	*50,6*	*12,453,0*	*12,588,2*	*704,0*	*7,0*	*92,6*
	1936-37	5,0	76,0	82,0	12,970,3	13,133,3	526,1	7,0	89,9
Nizam's State	*1935-36*	*2,5*	*30,1*	*Nil*	*4,413,3*	*4,445,9*	*160,8*	*2,9*	*32,7*
	1936-37	2,9	(b)28,1	*Nil*	(b)4,361,7	(b)4,392,7	(b)122,4	(b)3,3	(b)30,5
Rohilkund and Kumaon	*1935-36*	*3,0*	*18,3*	*68,0*	*6,340,3*	*6,419,6*	*208,1*	*3,9*	*23,6*
	1936-37	3,7	22,3	65,7	6,458,8	6,550,5	104,9	4,0	23,7
South Indian	*1935-36*	*17,3*	*310,5*	*4,8*	*38,673,3*	*39,005,9*	*825,7*	*25,8*	*322,8*
	1936-37	16,7	290,3	5,6	40,181,8	40,494,4	544,9	25,0	300,6
TOTAL 3′ 3¾″ GAUGE	*1935-36*	*93,0*	*975,1*	*1,245,5*	*155,926,4*	*158,240,0*	*7,321,8*	*120,1*	*1,080,3*
	1936-37	104,0	946,9	1,449,1	159,152,7	161,652,7	6,886,2	131,3	1,044,3
2′ 6″ AND 2′ 0″ GAUGES.									
Bengal Nagpur	*1935-36*	*8*	*7,7*	*55,0*	*2,632,8*	*2,696,3*	*138,6*	*1,4*	*11,2*
	1936-37	6	6,2	54,6	2,546,0	2,607,4	143,1	1,1	9,0
Bombay, Baroda and Central India.	*1935-36*	*Nil*	*3,3*	*Nil*	*1,903,8*	*1,907,1*	*124,3*	*Nil*	*4,1*
	1936-37	Nil	3,4	Nil	1,939,3	1,942,7	113,7	Nil	4,4
Eastern Bengal	*1935-36*	..	*2,2*	*2,1*	*568,4*	*572,7*	*66,3*	..	*2,7*
	1936-37	..	2,3	2,6	607,6	612,5	67,3	..	2,8
Great Indian Peninsula	*1935-36*	*	*1,2*	*	*716,9*	*718,1*	*85,2*	*	*1,6*
	1936-37	*	1,0	*	591,7	592,7	51,6	*	1,3
North Western	*1935-36*	*2,4*	*9,7*	*22,5*	*952,0*	*986,6*	*161,3*	*3,8*	*14,5*
	1936-37	2,4	8,9	24,2	909,7	945,2	153,5	4,0	13,8
South Indian	*1935-36*	*1*	*Nil*	*Nil*	*242,5*	*242,6*	*35,8*	*1,0*	*Nil*
	1936-37	Nil	6	Nil	670,0	670,6	88,3	8	46
TOTAL 2′ 6″ AND 2′ 0″ GAUGES	*1935-36*	*3,3*	*24,1*	*79,6*	*7,016,4*	*7,123,4*	*611,5*	*6,2*	*34,1*
	36-37	3,0	22,4	81,4	7,264,3	7,371,1	617,5	5,9	35,9
TOTAL CLASS I RAILWAYS	*1935-36*	*362,2*	*4,590,0*	*10,231,2*	*454,241,0*	*469,424,4*	*19,669,6*	*460,1*	*4,955,8*
	1936-37	386,5	4,411,3	10,856,9	459,361,1	475,015,8	18,581,2	473,4	4,760,5

*Included in the next column.

(b) Includes figures of "Travel-as-you-like" concession traffic.

Class I Railways for the years 1935-36 and 1936-37—contd.

gers carried (in hundreds). (a)				Passenger miles (in thousands).					Railway.
Inter. 11	3rd. 12	Total. 13	On the System. 14	1st. 15	2nd. 16	Inter. 17	3rd. 18	Total. 19	20
									3′ 3⅜″ GAUGE—*concld.*
338,3	*10,521,1*	*10,925,0*	†	*1,238*	*3,104*	*10,187*	*367,363*	*381,892*	Eastern Bengal.
430,1	11,582,3	12,088,4	†	1,271	3,343	14,044	409,147	427,805	
157,0	*4,254,1*	*4,447,7*	*4,447,7*	*428*	*3,218*	*5,735*	*187,903*	*197,284*	Jodhpur
183,6	4,570,3	4,790,9	4,790,9	484	3,336	6,526	192,337	202,683	
56,7	*13,135,9*	*13,292,2*	†	*1,411*	*11,623*	*5,252*	*483,314*	*501,600*	Madras and Southern Mahratta.
90,6 (b)	13,471,9 (b)	13,659,4 (b)	†	1,020 (b)	12,317 (b)	6,764 (b)	484,602 (b)	504,703 (b)	
Nil	*4,571,1*	*4,606,7*	†	*363*	*2,760*	*Nil*	*163,607*	*166,730*	Nizam's State.
Nil	4,481,3	4,515,1	†	455	3,036	Nil	179,993	183,484	
62,0	*6,538,2*	*6,627,7*	*6,627,7*	*400*	*2,004*	*2,607*	*168,901*	*173,912*	Rohilkund and Kumaon.
67,5	6,560,2	6,655,4	6,655,4	395	2,039	2,936	166,771	172,141	
4,9	*39,478,1*	*39,831,6*	†	*2,325*	*17,207*	*774*	*903,778*	*924,084*	South Indian.
5,7	40,708,0	41,039,3	†	3,110	20,531	959	956,330	980,990	
1,338,4	*163,023,0*	*165,561,8*		*13,437*	*72,936*	*62,994*	*5,097,685*	*5,247,052*	TOTAL 3′ 3⅜″ GAUGE.
1,557,5	165,805,8	168,538,9		14,363	74,709	71,833	5,183,043	5,343,948	
									2′ 6″ AND 2′ 0″ GAUGES.
65,0	*2,757,3*	*2,834,9*	†	*70*	*607*	*2,206*	*80,784*	*83,667*	Bengal-Nagpur.
63,6	2,676,8	2,750,5	†	53	451	2,012	76,477	78,993	
Nil	*2,027,3*	*2,031,4*	†	*Nil*	*98*	*Nil*	*27,809*	*27,907*	Bombay, Baroda and Central India.
Nil	2,052,0	2,056,4	†	Nil	104	Nil	28,322	28,426	
2,8	*633,5*	*639,0*	†	..	*36*	*26*	*5,696*	*5,758*	Eastern Bengal.
3,3	673,7	679,8	†	..	39	27	6,135	6,201	
*	*801,7*	*803,3*	†	*	*43*	*	*12,143*	*12,186*	Great Indian Peninsula.
*	643,0	644,3	†	*	35	*	9,316	9,351	
27,3	*1,102,3*	*1,147,9*	†	*216*	*831*	*909*	*33,660*	*35,616*	North Western.
29,3	1,051,6	1,098,7	†	232	835	966	31,333	33,366	
Nil	*277,4*	*278,4*	†	*163*	*Nil*	*Nil*	*7,235*	*7,398*	South Indian.
Nil	753,5	758,9	†	75	432	Nil	16,073	16,580	
95,1	*7,599,5*	*7,734,9*		*449*	*1,615*	*3,141*	*167,327*	*172,532*	TOTAL 3′ 6″ AND 2′ 0″ GAUGES.
96,2	7,850,6	7,988,6		360	1,896	3,005	167,656	172,917	
10,573,0	*473,105,1*	*489,094,0*	*484,694,4*	*82,774*	*323,620*	*501,495*	*16,445,405*	*17,353,294*	TOTAL CLASS I RAILWAYS.
11,227,3	477,135,8	493,597,0	488,435,0	85,562	327,174	529,212	16,494,729	17,436,677	

(a) See note (a) on page 93.

† Included under 5′ 6″ Gauge.

12.—*Statement of Passenger Revenue Statistics of*

Railway.	Year.	Average number of miles a passenger was carried.				
		1st.	2nd.	Inter.	3rd.	Total.
21	22	23	24	25	26	27
5′ 6″ gauge.						
Bengal Nagpur	*1935-36*	*245·8*	*152·7*	*38·7*	*47·7*	*47·9*
	1936-37	246·9	154·2	39·0	47·0	47·2
Bombay, Baroda and Central India	*1935-36*	*181·6*	*24·5*	*204·9*	*19·3*	*19·8*
	1936-37	186·4	26·0	269·1	19·0	19·5
Eastern Bengal	*1935-36*	*84·7*	*53·5*	*24·4*	*22·5*	*23·0*
	1936-37	85·8	48.8	21·6	23·0	23·2
East Indian	*1935-36*	*227·0*	*130·0*	*49·0*	*56·0*	*56·0*
	1936-37	224·0	132·0	50·0	56·0	56·0
Great Indian Peninsula	*1935-36*	*246·0*	*61·3*	*172·9*	*34·4*	*35·4*
	1936-37	261·6	62·5	175·3	34·0	35·1
Madras and Southern Mahratta	*1935-36*	*236·6*	*118·5*	*63·1*	*36·6*	*37·8*
	1936-37	241·0 (a)	120·2 (a)	58·3 (a)	37·4 (a)	38·7 (a)
Nizam's State	*1935-36*	*148·5*	*112·1*	*147·3*	*48·5*	*49·6*
	1936-37	142·5	121·4	155·1	49·8	51·0
North Western	*1935-36*	*245·8*	*142·7*	*52·7*	*44·6*	*45·5*
	1936-37	250·6 (a)	146·8 (a)	57·6 (a)	43·8 (a)	44·8 (a)
South Indian	*1935-36*	*148·2*	*70·1*	*Nil*	*22·8*	*23·3*
	1936-37	138·7	73·4	Nil	22·7	23·2
Total 5′ 6″ gauge	*1935-36*	*206·4*	*64·8*	*47·6*	*37·0*	*37·8*
	1936-37	210·7	68·1	47·5	36·7	37·6
3′ 3¾″ gauge						
Assam Bengal	*1935-36*	*85·9*	*60·8*	*45·2*	*26·3*	*27·1*
	1936-37	73·4	51·9	42·4	28·8	29·3
Bengal and North Western	*1935-36*	*101·4*	*78·3*	*59·6*	*35·7*	*36·2*
	1936-37	97·0	76·8	59·4	34·9	35·4
Bombay, Baroda and Central India	*1935-36*	*143·1*	*99·4*	*57·6*	*42·7*	*43·0*
	1936-37	133·0	91·6	64·2	41·4	41·8
Burma	*1935-36*	*117·6*	*41·2*	*Nil*	*23·1*	*23·4*
	1936-37	135·5	39·1	Nil	23·7	24·0

* *Columns 23 to 27*—For the purpose of these figures passengers travelling over two or more railways or two or more gauges on the same railway are considered as having made two or more separate journeys.

(*a*) These results are worked out excluding the figures of "Travel as you like" concession traffic.

(*b*) Includes figures of "Travel-as-you-like" concession traffic.

Class I Railways for the years 1935-36 and 1936-37—contd.

Earnings from passengers carried including refunds (in thousands).					Average rate (in pies) charged per passenger per mile.					Railway.
1st. 28	2nd. 29	Inter. 30	3rd. 31	Total. 32	1st. 33	2nd. 34	Inter. 35	3rd. 36	Total. 37	38
Rs.	Rs.	Rs.	Rs.	Rs.						5′ 6″ gauge.
5,68	*8,08*	*12,38*	*1,22,64*	*1,48,78*	*18·1*	*8·65*	*3·96*	*3·22*	*3·51*	Bengal-Nagpur.
5,49	7,70	12,07	1,16,07	1,41,33	17·7	8·90	3·92	3·24	3·52	
7,61	*16,81*	*4,01*	*1,78,65*	*2,07,08*	*16·3*	*7·89*	*5·53*	*3·08*	*3·38*	Bombay, Baroda and Central India.
8,33	17,46	4,45	1,77,67	2,07,91	17·6	8·41	4·56	3·07	3·38	
3,32	*6,10*	*7,19*	*1,00,87*	*1,17,48*	*16·7*	*9·95*	*3·90*	*3·14*	*3·38*	Eastern-Bengal.
3,33	6,06	7,94	1,01,44	1,18,77	16·4	9·69	3·37	3·01	3·22	
12,11	*20,17*	*34,36*	*4,36,47*	*5,03,11*	*15·6*	*7·37*	*3·60*	*2·71*	*2·89*	East Indian.
12,53	20,95	34,34	4,20,07	4,87,89	15·8	7·49	3·63	2·67	2·86	
16,71	*24,02*	*7,46*	*2,85,26*	*3,33,45*	*19·0*	*9·20*	*6·38*	*3·16*	*3·51*	Great Indian Peninsula.
17,50	23,87	7,81	2,78,71	3,27,89	19·3	9·36	6·01	3·05	3·41	
4,42	*7,25*	*5,41*	*1,15,58*	*1,32,66*	*20·9*	*8·13*	*5·62*	*3·45*	*3·73*	Madras and Southern Mahratta.
4,73	7,44	5,27	1,10,30	1,27,74	21·2	7·81	5·47	3·31	3·60	
91	*2,23*	*19*	*28,50*	*31,83*	*19·7*	*9·58*	*6·08*	*3·33*	*3·64*	Nizam's State.
(*b*)	(*b*)	(*b*)	(*b*)	(*b*)	(*a*)	(*a*)	(*a*)	(*a*)	(*a*)	
92	2,18	21	27,88	31,19	19·6	9·59	6·21	3·39	3·66	
10,34	*19,59*	*23,99*	*4,08,59*	*4,62,51*	*16·5*	*8·26*	*4·55*	*2·82*	*3·02*	North Western.
10,63	19,93	24,88	4,18,78	4,74,22	16·4	8·19	4·51	2·89	3·09	
1,36	*4,09*	*Nil*	*53,88*	*59,33*	*18·4*	*9·18*	*Nil*	*3·28*	*3·49*	South Indian.
1,53	4,21	Nil	52,33	58,07	20·9	10·1	Nil	3·38	3·28	
62,46	*1,08,34*	*94,99*	*17,30,44*	*19,96,23*	*17·4*	*8·35*	*4·19*	*2·97*	*3·21*	Total 5′ 6″ gauge.
64,99	1,09,80	96,97	17,03,25	19,75,01	17·6	8·41	4·10	2·93	3·18	
										3′ 3¾″ gauge.
1,28	*1,61*	*3,44*	*51,27*	*57,60*	*25·6*	*12·1*	*4·77*	*3·49*	*3·69*	Assam Bengal.
1,66	1,06	3,51	56,33	62,56	18·5	12·5	4·59	3·23	3·40	
1,01	*2,54*	*4,32*	*1,31,64*	*1,39,51*	*12·1*	*6·52*	*3·35*	*2·24*	*2·31*	Bengal and North Western.
94	2,62	4,51	1,31,02	1,39,09	11·8	6·67	3·35	2·27	2·34	
2,06	*6,31*	*19*	*1,69,44*	*1,78,00*	*18·9*	*9·81*	*4·48*	*3·33*	*3·44*	Bombay, Baroda and Central India.
1,84	5,94	28	1,57,62	1,65,68	19·9	10·3	4·80	3·32	3·44	
2,75	*4,73*	*Nil*	*84,08*	*91,56*	*19·4*	*8·30*	*Nil*	*3·44*	*3·64*	Burma.
2,89	4,96	Nil	88,14	95,99	20·7	9·31	Nil	3·57	3·79	

12.—*Statement of Passenger Revenue Statistics of Class I Railways*

Railway. 21	Year. 22	Average number of miles a passenger was carried. 1st. 23	2nd. 24	Inter. 25	3rd. 26	Total. 27
3′ 3⅜″ gauge—*concld.*						
Eastern Bengal	*1935-36*	*94·2*	*59·1*	*30·1*	*34·9*	*35·0*
	1936-37	77·5	56·1	32·7	35·3	35·4
Jodhpur	*1935-36*	*115·2*	*97·8*	*36·5*	*44·2*	*44·4*
	1936-37	121·8	101·0	35·5	42·1	42·3
Madras and Southern Mahratta	*1935-36*	*201·6*	*125·5*	*92·6*	*36·8*	*37·7*
	1936-37	145·7	137·0	74·7	36·0	36·9
Nizam's State	*1935-36*	*122·8*	*84·4*	*Nil*	*35·8*	*36·2*
	1936-37	129·2	90·9	Nil	36·1	36·6
Rohilkund and Kumaon	*1935-36*	*101·8*	*85·0*	*42·1*	*25·8*	*26·2*
	1936-37	100·0	85·9	43·5	25·4	25·9
South Indian	*1935-36*	*85·9*	*45·2*	*159·3*	*21·4*	*21·7*
	1936-37	86·8	43·6	171·3	20·6	20·8
Total 3′ 3⅜″ gauge	*1935-36*	*111·9*	*67·5*	*47·1*	*31·3*	*31·7*
	1936-37	109·4	71·5	46·1	31·3	31·7
2′ 6″ and 2′ 0″ gauges.						
Bengal-Nagpur	*1935-36*	*51·0*	*54·0*	*33·9*	*29·3*	*29·5*
	1936-37	49·1	50·0	31·6	28·6	28·7
Bombay, Baroda and Central India	*1935-36*	*Nil*	*23·6*	*Nil*	*13·7*	*13·7*
	1936-37	Nil	23·6	Nil	13·8	13·8
Eastern Bengal	*1935-36*	*6·30*	*13·0*	*9·11*	*8·99*	*9·01*
	1936-37	7·88	14·2	8·07	9·11	9·12
Great Indian Peninsula	*1935-36*	†	*27·2*	†	*15·1*	*15·2*
	1936-37	†	26·4	†	14·5	14·5
North-Western	*1935-36*	*57·4*	*57·1*	*33·3*	*30·5*	*31·0*
	1936-37	58·3	60·4	33·0	29·8	30·4
South Indian	*1935-36*	*28·3*	*Nil*	*Nil*	*15·0*	*15·0*
	1936-37	40·9	33·5	Nil	13·6	13·6
Total 2′ 6″ and 2′ 0″ gauges	*1935-36*	*72·4*	*47·4*	*33·0*	*22·0*	*22·3*
	1936-37	61·0	52·8	31·2	21·4	21·7
Total Class I Railways	*1935-36*	*179·9*	*65·3*	*47·4*	*34·8*	*35·5*
	1936-37	180·7	68·7	47·1	34·6	35·3

* *Columns 23 to 27.*—For the purpose of these figures passengers travelling over two or more railways or two or more gauges on the same railway are considered as having made two or more separate journeys.

† Included in the next column.

for the years 1935-36 and 1936-37—concld.

Earnings from passengers carried including refunds (in thousands).					Average rate (in pies) charged per passenger per mile.					Railway.
1st. 28	2nd 29	Inter. 30	3rd. 31	Total. 32	1st. 33	2nd. 34	Inter. 35	3rd. 36	Total. 37	38
Rs.	Rs.	Rs.	Rs.	Rs.						
										3′ 3¾″ gauge—*concld.*
1,08	*1,61*	*2,06*	*60,23*	*64,98*	*16·6*	*9·89*	*3·84*	*3·12*	*3·24*	Eastern Bengal.
1,08	1,68	2,41	63,66	68,83	16·1	9·57	3·27	2·96	3·07	
50	*1,86*	*1,49*	*36,89*	*40,74*	*22·6*	*11·1*	*4·98*	*3·77*	*3·96*	Jodhpur.
57	1,91	1,69	37,80	41,97	22·5	11·0	4·98	3·77	3·98	
1,22	*3,54*	*1,60*	*77,41*	*83,77*	*16·6*	*5·85*	*5·85*	*3·08*	*3·21*	Madras and Southern Mahratta.
1,11 (b)	3,35 (b)	1,93 (b)	75,37 (b)	81,76 (b)	20·9 (a)	5·22 (a)	5·48 (a)	2·99 (a)	3·11 (a)	
31	*1,11*	*Nil*	*25,35*	*26,77*	*16·2*	*7·73*	*Nil*	*2·98*	*3·08*	Nizam's State.
37	1,12	Nil	25,57	27,06	16·2	7·42	Nil	2·94	3·05	
43	*1,00*	*60*	*21,80*	*23,83*	*20·8*	*9·62*	*4·42*	*2·48*	*2·63*	Rohilkund and Kumaon.
43	1,01	65	21,58	23,67	21·0	9·50	4·26	2·48	2·64	
3,05	*6,97*	*31*	*1,49,00*	*1,59,33*	*19·9*	*8·94*	*7·64*	*3·30*	*3·44*	South Indian.
3,44	7,33	39	1,44,36	1,55,52	23·0	10·0	7·70	3·19	3·35	
13,69	*31,28*	*14,01*	*8,07,11*	*8,66,09*	*19·6*	*8·23*	*4·27*	*3·04*	*3·17*	Total 3′ 3¾″ gauge.
14,33	30,98	15,37	8,01,45	8,62,13	19·2	7·96	4·11	2·97	3·10	
										2′ 6″ and 2′ 0″ gauges.
7	*28*	*48*	*11,83*	*12,66*	*18·2*	*8·98*	*4·17*	*2·81*	*2·90*	Bengal-Nagpur.
5	22	43	10,87	11,57	18·5	9·15	4·15	2·73	2·81	
Nil	*8*	*Nil*	*4,62*	*4,70*	*Nil*	*15·5*	*Nil*	*3·19*	*3·23*	Bombay, Baroda and Central India.
Nil	8	Nil	4,71	4,79	Nil	14·9	Nil	3·19	3·23	
..	*3*	..	*1,05*	*1,08*	*15·2*	*14·1*	*3·55*	*3·55*	*3·61*	Eastern Bengal.
..	2	1	1,09	1,12	17·2	13·2	3·39	3·40	3·47	
†	*3*	†	*2,89*	*2,92*	†	*13·3*	†	*4·58*	*4·61*	Great Indian Peninsula.
†	3	†	2,21	2,24	†	13·0	†	4·56	4·59	
50	*73*	*50*	*8,76*	*10,49*	*44·1*	*17·0*	*10·5*	*5·00*	*5·65*	North-Western.
54	69	52	8,41	10,16	44·1	15·9	10·4	5·15	5·85	
2	*Nil*	*Nil*	*77*	*79*	*19·6*	*Nil*	*Nil*	*3·41*	*3·43*	South Indian.
1	4	Nil	1,36	1,41	14·1	11·6	Nil	2·45	2·46	
59	*1,15*	*98*	*29,92*	*32,64*	*25·2*	*13·7*	*5·99*	*3·43*	*3·63*	Total 2′ 6″ and 2′ 0″ gauges.
60	1,08	96	28,65	31,29	32·0	10·9	6·13	3·28	3·47	
76,74	*1,40,77*	*1,09,98*	*25,67,47*	*28,94,96*	*17·8*	*8·35*	*4·21*	*3·00*	*3·20*	Total Class I. Railways.
79,92	1,41,86	1,13,30	25,33,35	28,68,43	17·9	8·32	4·11	2·95	3·16	

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(a) These results are worked out excluding the figures of "Travel—as—you—like" concession traffic.
(b) Includes figures of "Travel—as—you—like" concession traffic.

13.—Statement of Goods Revenue Statistics of Class I Railways

Railway.	Year.	Tons originating on home line (whether local or foreign).							
		Coal for the public.	Coal for foreign Railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).	Total. (Columns 3+4+5+6+7.)	(a). Other traffic.	(a). Total. (Columns 8+9.)
1	2	3	4	5	6	7	8	9	10
5' 6" Gauge.									
Bengal-Nagpur	*1935-36*	*5,046*	*1,211*	*875*	*804*	*6,926*	*14,862*	*1,570*	*16,432*
	1936-37	4,691	1,048	867	809	6,466	13,881	1,573	15,454
Bombay, Baroda and Central India.	*1935-36*	*1*	*Nil*	*12*	*260*	*2,556*	*2,829*	*2,116*	*4,945*
	1936-37	1	Nil	16	379	2,610	3,006	2,226	5,232
Eastern Bengal	*1935-36*	*9*	*1*	*3*	*219*	*1,920*	*2,152*	*2,513*	*4,665*
	1936-37	5	..	13	235	1,826	2,079	2,733	4,812
East Indian	*1935-36*	*8,035*	*2,065*	*1,497*	*944*	*7,891*	*20,432*	*3,702*	*24,134*
	1936-37	8,147	2,400	1,611	1,229	7,212	20,599	3,552	24,151
Great Indian Peninsula	*1935-36*	*778*	*69*	*551*	*1,043*	*4,560*	*7,001*	*3,249*	*10,250*
	1936-37	814	13	556	1,116	4,559	7,058	3,408	10,466
Madras and Southern Mahratta.	*1935-36*	*61*	*Nil*	*1*	*483*	*1,236*	*1,781*	*1,862*	*3,643*
	1936-37	52	Nil	..	467	1,334	1,853	2,063	3,916
Nizam's State	*1935-36*	*319*	*247*	*186*	*270*	*309*	*1,331*	*486*	*1,817*
	1936-37	349	341	210	235	389	1,524	512	2,036
North Western (Commercial).	*1935-36*	*12*	*1*	*20*	*1,916*	*6,908*	*8,857*	*4,227*	*13,084*
	1936-37	18	1	25	1,989	6,492	8,525	4,333	12,858
North-Western (Military)	*1935-36*	*52*	..	*1*	*197*	*1,202*	*1,452*	*966*	*2,418*
	1936-37	63	Nil	3	207	1,168	1,441	1,028	2,469
North Western (Total)	*1935-36*	*64*	*1*	*21*	*2,113*	*8,110*	*10,309*	*5,406*	*13,715*
	1936-37	81	1	28	2,196	7,660	9,966	3,525	13,491
South Indian	*1935-36*	*19*	*Nil*	*2*	*246*	*1,315*	*1,582*	*523*	*2,105*
	1936-37	19	Nil	8	189	1,273	1,489	732	2,221
Total 5' 6" Gauge.	*1935-36*	*14,332*	*3,594*	*3,148*	*6,382*	*34,823*	*62,279*	*(a)19,427*	*(a)81,706*
	1936-37	14,159	3,803	3,309	6,855	33,329	61,455	(a) 20,324	(a) 81,779
3' 3¼" Gauge.									
Assam Bengal	*1935-36*	*28*	*2*	*10*	*105*	*1,113*	*1,258*	*335*	*1,593*
	1936-37	28	2	11	131	1,026	1,198	385	1,583
Bengal and North Western	*1935-36*	*7*	*Nil*	*44*	*634*	*3,151*	*3,836*	*1,384*	*5,220*
	1936-37	8	1	48	640	3,131	3,828	1,464	5,292
Bombay, Baroda and Central India.	*1935-36*	*1*	*Nil*	*8*	*317*	*1,184*	*1,510*	*2,183*	*3,693*
	1936-37	2	Nil	6	428	1,271	1,707	2,344	4,051
Burma	*1935-36*	*50*	*Nil*	*208*	*1,223*	*2,502*	*3,983*	*Nil*	*3,983*
	1936-37	48	Nil	173	1,299	2,337	3,857	Nil	3,857

(a) Columns 9 to 16.—In these totals consignments passing over two or more railways or two or more gauges on the same railway only on each railway system.

for the years 1935-36 and 1936-37 (In thousands).

Tons carried (a).							Tons terminating.	Tons of cross traffic.	Railway.
Coal for the public.	Coal for foreign railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).	Total. (Columns 11+12+13+14+15.)	(a) On the system.			
11	12	13	14	15	16	17	18	19	20
									5′ 6″ Gauge.
6,561	*1,353*	*878*	*897*	*7,743*	*16,432*	*16,789*	*12,101*	*330*	Bengal-Nagpur.
5,194	1,194	867	926	7,273	15,454	15,835	11,359	375	
772	*19*	*238*	*552*	*3,364*	*4,945*	*7,497*	*3,730*	*262*	Bombay, Baroda and Central India.
783	20	232	697	3,500	5,232	8,126	3,992	301	
1,164	*112*	*272*	*315*	*2,799*	*4,665*	*5,779*	*3,667*	*549*	Eastern Bengal.
1,228	115	293	315	2,861	4,812	5,966	3,757	568	
8,939	*2,407*	*1,497*	*1,593*	*9,693*	*24,134*	*24,134*	*16,733*	*1,183*	East Indian.
8,882	2,652	1,611	1,883	9,123	24,151	24,151	16,373	1,101	
1,562	*325*	*808*	*1,625*	*5,930*	*10,250*	*10,274*	*7,388*	*717*	Great Indian Peninsula.
1,627	275	849	1,743	5,972	10,466	10,495	7,808	477	
190	*339*	*352*	*820*	*1,942*	*3,643*	*5,538*	*2,590*	*464*	Madras and Southern Mahratta.
184	334	391	856	2,151	3,916	5,865	2,824	485	
350	*247*	*186*	*381*	*653*	*1,817*	*2,288*	*776*	*296*	Nizam's State.
377	341	210	439	669	2,036	2,504	818	313	
1,079	*1*	*1,027*	*2,386*	*8,591*	*13,084*	†	*11,117*	†	North Western (Commercial).
1,139	1	1,022	2,475	8,221	12,858	†	10,950	†	
181	..	*116*	*331*	*1,790*	*2,418*	†	*1,445*	†	North-Western (Military).
213	..	121	322	1,813	2,469	†	1,375	†	
1,105	*1*	*1,028*	*2,383*	*9,198*	*13,715*	*13,823*	*12,562*	*163*	North-Western (Total).
1,177	1	1,025	2,483	8,805	13,491	13,609	12,325	169	
23	*Nil*	*136*	*422*	*1,524*	*2,105*	*5,209*	*1,640*	*85*	South Indian.
23	Nil	270	418	1,510	2,221	5,137	1,655	177	
(a) 19,666	*(a) 4,803*	*(a) 5,395*	*(a) 8,996*	*(a) 42,846*	*(a) 81,706*		*61,187*	*4,049*	Total 5′ 6″ Gauge.
(a) 19,475	(a) 4,932	(a) 5,748	(a) 9,760	(a) 41,864	(a) 81,779		60,911	3,966	
									3′ 3½″ Gauge.
103	*11*	*91*	*134*	*1,254*	*1,593*	*1,593*	*1,261*	*11*	Assam Bengal.
99	10	105	162	1,207	1,583	1,583	1,223	11	
342	..	*266*	*852*	*3,760*	*5,220*	*5,220*	*4,493*	*65*	Bengal and North-Western.
322	1	276	944	3,749	5,292	5,202	4,431	58	
282	*83*	*215*	*677*	*2,436*	*3,693*	*	*2,086*	*797*	Bombay, Baroda and Central India.
300	101	242	866	2,542	4,051	*	2,277	899	
50	*Nil*	*208*	*1,223*	*2,502*	*3,983*	*3,983*	*3,983*	*Nil*	Burma.
48	Nil	173	1,299	2,337	3,857	3,857	3,857	Nil	

are considered as two or more separate consignments, but in column 17 each consignment is considered to have performed one journey

* Shown under 5′ 6″ gauge † Not required.

13.—Statement of Goods Revenue Statistics of Class I Railways

Railway.	Year.	Tons originating on home line (whether local or foreign). Coal for the public.	Coal for foreign Railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).	Total. (Columns 3+4+5+6+7.)	(a). Other traffic.	(z) Total. (Columns 8+9.)
1	2	3	4	5	6	7	8	9	10
3′ 3¾″ GAUGE—*concld.*									
Eastern Bengal	*1935-36*	*Nil*	*Nil*	*7*	*280*	*881*	*1,168*	*1,124*	*2,292*
	1936-37	1	..	6	254	987	1,248	1,229	2,477
Jodhpur	*1935-36*	*Nil*	*Nil*	*4*	*154*	*812*	*970*	*388*	*1,358*
	1936-37	Nil	Nil	4	154	691	849	447	1,296
Madras and Southern Mahratta.	*1935-36*	*7*	*13*	*119*	*448*	*1,097*	*1,684*	*731*	*2,415*
	1936-37	29	12	152	608	1,005	1,806	732	2,538
Nizam's State	*1935-36*	..	..	..	*171*	*261*	*432*	*249*	*681*
	1936-37	..	..	..	180	256	436	260	696
Rohilkund and Kumaon	*1935-36*	*Nil*	*Nil*	*45*	*84*	*1,186*	*1,315*	*187*	*1,502*
	1936-37	Nil	Nil	53	94	1,387	1,534	232	1,766
South Indian	*1935-36*	*79*	*Nil*	*15*	*710*	*2,243*	*3,047*	*469*	*3,516*
	1936-37	74	Nil	22	735	2,201	3,032	421	3,453
TOTAL 3′ 3¾″ GAUGE	*1935-36*	*172*	*15*	*460*	*4,126*	*14,430*	*19,203*	*(a) 7,050*	*(a) 26,253*
	1936-37	190	15	475	4,523	14,292	19,495	(a) 7,514	(a) 27,009
2′ 6″ AND 2′ 0″ GAUGES.									
Bengal-Nagpur.	*1935-36*	*33*	*1*	*45*	*93*	*471*	*643*	*142*	*785*
	1936-37	39	1	51	91	431	613	146	759
Bombay, Baroda and Central India.	*1935-36*	*Nil*	*Nil*	*Nil*	*21*	*187*	*208*	*56*	*264*
	1936-37	Nil	Nil	Nil	22	229	251	66	317
Eastern Bengal	*1935-36*	*Nil*	*Nil*	*Nil*	*Nil*	*2*	*2*	*1*	*3*
	1936-37	Nil	Nil	Nil	Nil	2	2	1	3
Great Indian Peninsula	*1935-36*	*Nil*	*Nil*	*Nil*	*13*	*64*	*77*	*73*	*150*
	1936-37	Nil	Nil	Nil	18	82	100	73	173
North Western (Commercial)	*1935-36*	*70*	..	*14*	*74*	*96*	*254*	*129*	*383*
	1936-37	88	..	14	96	108	306	141	447
North-Western (Military)	*1935-36*	*Nil*	..	*2*	*1*	*41*	*44*	*40*	*84*
	1936-37	Nil	..	2	1	45	48	46	94
North-Western (Total)	*1935-36*	*70*	..	*16*	*75*	*137*	*298*	*148*	*446*
	1936-37	88	..	16	97	153	354	161	515
South Indian	*1935-36*	*Nil*	*Nil*	*Nil*	*8*	*19*	*27*	*17*	*44*
	1936-37	Nil	Nil	Nil	11	20	31	12	43
TOTAL 2′ 6″ & 2′ 0″ GAUGES	*1935-36*	*103*	*1*	*61*	*210*	*880*	*1,255*	*(a) 437*	*(a) 1,692*
	1936-37	127	1	67	239	917	1,351	(a) 459	(a) 1,810
TOTAL CLASS I RAILWAYS	*1935-36*	*(4,607*	*3,610*	*3,669*	*10,718*	*50,133*	*82,737*	*(a) 26,914*	*(a)109,651*
	1936-37	14,476	3,819	3,851	11,617	48,538	82,301	(a) 28,297	(a)110,598

(a) Columns 9 to 16.—In these totals consignments passing over two or more railways or two or more gauges on the same railway only on each railway system.

for the years 1935-36 and 1936-37 (In thousands)—contd.

Tons carried. (a)							Tons terminating.	Tons of cross traffic.	Railway.
Coal for the public.	Coal for foreign railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).	Total (Columns 11+12+13+14+15).	(a) On the system.			
11	12	13	14	15	16	17	18	19	20
									3′ 3¾″ GAUGE—*concld.*
264	*90*	*115*	*384*	*1,439*	*2,292*	*	*1,019*	*532*	Eastern Bengal.
245	95	120	380	1,637	2,477	*	1,093	599	
23	*5*	*60*	*258*	*1,012*	*1,358*	*1,358*	*923*	*151*	Jodhpur.
26	8	65	283	914	1,296	1,296	804	198	
35	*25*	*123*	*718*	*1,514*	*2,415*	*	*1,865*	*18*	Madras and Southern Mahratta.
56	25	158	855	1,444	2,538	*	1,877	103	
29	*1*	*33*	*244*	*374*	*681*	*	*410*	*70*	Nizam's State.
36	1	30	250	379	696	*	383	65	
26	*Nil*	*45*	*97*	*1,334*	*1,502*	*1,502*	*1,180*	*2*	Rohilkund and Kumaon.
26	Nil	53	122	1,565	1,766	1,766	1,399	2	
79	..	*163*	*804*	*2,470*	*3,516*	*	*3,260*	*13*	South Indian.
75	..	128	815	2,435	3,453	*	3,143	12	
(a) *1,233*	(a) *215*	(a) *1,319*	(a) *5,391*	(a) *18,095*	(a) *26,253*		*20,480*	*1,722*	TOTAL 3′ 3¾″ GAUGE.
(a) 1,233	(a) 241	(a) 1,350	(a) 5,976	(a) 18,209	(a) 27,009		20,487	1,947	
									2′ 6″ AND 2′ 0″ GAUGES.
59	*2*	*47*	*119*	*558*	*785*	*	*490*	*7*	Bengal-Nagpur.
69	1	54	113	522	759	*	520	7	
6	*Nil*	*1*	*34*	*223*	*264*	*	*91*	*3*	Bombay, Baroda and Central India.
4	Nil	1	45	267	317	*	122	4	
Nil	*Nil*	*Nil*	*Nil*	*3*	*3*	*	*1*	*Nil*	Eastern Bengal.
Nil	Nil	Nil	Nil	3	3	*	1	Nil	
13	*Nil*	*Nil*	*34*	*103*	*150*	*	*96*	*Nil*	Great Indian Peninsula.
10	Nil	Nil	43	120	173	*	103	Nil	
83	..	*14*	*95*	*191*	*383*	*	*205*	†	North-Western (Commercial).
103	..	14	114	216	447	*	215	†	
4	..	*4*	*8*	*68*	*84*	*	*53*	†	North-Western (Military).
5	..	4	6	79	94	*	64	†	
85	..	*16*	*102*	*243*	*446*	*	*258*	†	North-Western (Total).
104	..	16	118	277	515	*	279	†	
Nil	*Nil*	*Nil*	*14*	*30*	*44*	*	*20*	*Nil*	South Indian.
Nil	Nil	Nil	13	30	43	*	17	Nil	
(a) *163*	(a) *2*	(a) *64*	(a) *303*	(a) *1,160*	(a) *1,692*		*956*	*10*	TOTAL 2′ 6″ & 2′ 0″ GAUGES.
(a) 187	(a) 1	(a) 71	(a) 332	(a) 1,219	(a) 1,810		1,042	11	
(a) *21,062*	(a) *5,020*	(a) *6,778*	(a) *14,690*	(a) *62,101*	(a) *109,651*	*104,987*	*82,623*	*5,781*	TOTAL CLASS I RAILWAYS.
(a) 20,895	(a) 5,174	(a) 7,169	(a) 16,068	(a) 61,292	(a) 110,598	105,482	82,440	5,924	

are considered as two or more separate consignments but in column 17 each consignment is considered to have performed one journey

* Shown under 5′ 6″ gauge. † Not required.

13.—Statement of Goods Revenue Statistics of Class I Railways

Railway.	Year.	Net ton miles.					
		Coal for the public.	Coal for foreign Railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other Commodities (including other revenue stores).	Total (Columns 23+24+25+26+27).
21	22	23	24	25	26	27	28
5′ 6″ GAUGE.							
Bengal-Nagpur	*1935-36*	*710,651*	*376,209*	*165,892*	*174,278*	*1,519,971*	*2,947,001*
	1936-37	666,050	341,093	167,000	168,778	1,390,135	2,733,056
Bombay, Baroda and Central India.	*1935-36*	*238,679*	*4,902*	*58,654*	*113,133*	*586,770*	*1,002,138*
	1936-37	231,153	5,482	67,234	145,514	641,881	1,091,264
Eastern Bengal	*1935-36*	*83,613*	*18,576*	*38,081*	*34,504*	*322,434*	*497,008*
	1936-37	81,980	19,244	41,529	30,124	350,827	523,704
East Indian	*1935-36*	*2,249,473*	*1,199,142*	*385,075*	*485,447*	*1,569,388*	*5,888,525*
	1936-37	2,210,256	1,344,193	414,509	600,136	1,549,050	6,118,144
Great Indian Peninsula	*1935-36*	*440,735*	*122,039*	*245,919*	*468,426*	*1,247,943*	*2,525,062*
	1936-37	444,388	110,735	252,086	545,256	1,313,590	2,666,055
Madras and Southern Mahratta	*1935-36*	*28,771*	*192,390*	*104,787*	*155,042*	*310,095*	*791,085*
	1936-37	30,197	191,063	104,428	151,317	363,895	840,900
Nizam's State	*1935-36*	*67,945*	*25,189*	*16,306*	*71,071*	*86,009*	*266,520*
	1936-37	71,907	37,156	16,970	75,165	95,360	296,558
North Western (Commercial)	*1935-36*	*234,555*	*13*	*360,159*	*463,126*	*1,311,595*	*2,372,448*
	1936-37	250,453	24	365,577	595,460	1,405,430	2,616,944
North Western (Military)	*1935-36*	*16,400*	*2*	*17,950*	*26,849*	*143,249*	*204,450*
	1936-37	18,325	2	18,113	29,953	157,084	223,477
North Western (Total).	*1935-36*	*250,955*	*15*	*378,109*	*492,975*	*1,454,844*	*2,576,898*
	1936-37	268,778	26	383,690	625,413	1,562,514	2,840,421
South Indian	*1935-36*	*2,406*	..	*23,923*	*47,265*	*134,197*	*207,791*
	1936-37	2,064	2	49,459	45,691	143,697	240,913
TOTAL 5′ 6″ GAUGE.	*1935-36*	*4,073,228*	*1,938,262*	*1,416,746*	*2,042,141*	*7,231,651*	*16,702,028*
	1936-37	4,006,773	2,048,994	1,496,905	2,387,394	7,410,949	17,351,015
3′ 3⅜″ GAUGE.							
Assam-Bengal	*1935-36*	*11,597*	*2,227*	*12,388*	*19,561*	*201,682*	*247,455*
	1936-37	10,355	2,123	16,704	22,450	210,013	261,645
Bengal and North-Western	*1935-36*	*46,339*	*††2*	*41,346*	*91,952*	*455,355*	*††634,994*
	1936-37	43,668	30	42,216	111,013	493,307	690,234
Bombay, Baroda and Central India.	*1935-36*	*40,198*	*17,508*	*47,177*	*142,545*	*445,426*	*692,854*
	1936-37	45,330	20,303	61,073	169,460	463,962	760,128
Burma	*1935-36*	*26,211*	*6*	*43,485*	*177,412*	*395,426*	*642,540*
	1936-37	24,733	Nil	34,779	175,736	411,073	646,321

†† Revised figures.

for the years 1935-36 and 1936-37 (In thousands)—contd.

*Average miles a ton of goods was carried.							
Coal for the public.	Coal for foreign railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).	Total coal (excluding coal for home line).	Total goods (including coal).	Railway.
29	30	31	32	33	34	35	36
							5′ 6″ GAUGE.
129	*278*	*189*	*194*	*196*	*158*	*180*	Bengal Nagpur.
129	286	194	182	191	159	178	
309	*259*	*246*	*205*	*182*	*308*	*208*	Bombay, Baroda and Central India.
295	273	289	209	188	295	212	
72	*164*	*140*	*108*	*115*	*80*	*107*	Eastern Bengal.
67	167	142	96	123	75	109	
252	*498*	*257*	*304*	*162*	*304*	*244*	East Indian.
249	507	257	319	170	308	253	
282	*375*	*304*	*288*	*210*	*298*	*247*	Great Indian Peninsula.
273	402	297	313	220	292	256	
151	*568*	*298*	*189*	*160*	*418*	*217*	Madras and Southern Mahratta.
164	572	267	177	169	427	215	
194	*102*	*88*	*186*	*133*	*156*	*147*	Nizam's State.
191	109	81	171	143	152	146	
217	*20*	*351*	*195*	*157*	*217*	*185*	North Western (Commercial).
220	23	359	241	177	220	208	
90	*30*	*155*	*81*	*82*	*90*	*86*	North Western (Military)
86	31	150	93	89	86	93	
227	*21*	*368*	*207*	*163*	*227*	*192*	North Western (Total).
228	23	376	252	185	228	216	
103	*28*	*177*	*112*	*88*	*103*	*99*	South Indian.
91	40	183	109	95	91	109	
**207*	**404*	**263*	**227*	**169*	**246*	**204*	TOTAL 5′ 6″ GAUGE.
*206	*415	*280	*245	*177	*248	*212	
							3′ 3⅜″ GAUGE.
113	*196*	*137*	*145*	*161*	*121*	*155*	Assam-Bengal.
104	205	160	139	174	114	165	
136	*††26*	*156*	*108*	*121*	*136*	*122*	Bengal and North Western.
135	40	153	118	132	135	131	
143	*211*	*219*	*211*	*183*	*158*	*188*	Bombay, Baroda and Central India.
151	201	252	196	183	164	188	
526	*215*	*208*	*145*	*158*	*526*	*161*	Burma.
516	Nil	202	135	176	516	168	

*Columns 29 to 35.—For the purpose of these figures consignments passing over two or more railways or two or more gauges on the same railway are considered as two or more separate consignments.

††Revised figures.

13.—Statement of Goods Revenue Statistics of Class I Railways

Railway.	Year.	Net ton miles.					
		Coal for the public.	Coal for foreign Railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other Commodities (including other revenue stores).	Total. (Columns 23+24+25 +26+27.)
21	22	23	24	25	26	27	28
3′ 3½″ GAUGE—*concld.*							
Eastern Bengal	*1935-36*	*30,922*	*12,904*	*11,863*	*42,342*	*154,361*	*252,392*
	1936-37	28,779	11,194	12,623	43,625	172,613	268,834
Jodhpur	*1935-36*	*4,984*	*670*	*13,922*	*50,265*	*98,875*	*168,716*
	1936-37	4,843	1,048	14,537	62,367	106,327	189,122
Madras and Southern Mahratta	*1935-36*	*3,728*	*7,279*	*20,733*	*126,144*	*234,453*	*392,337*
	1936-37	6,117	6,681	31,509	148,468	232,086	424,861
Nizam's State	*1935-36*	*5,582*	*256*	*6,412*	*34,864*	*37,588*	*84,702*
	1936-37	7,074	170	5,971	36,114	44,593	93,922
Rohilkund and Kumaon	*1935-36*	*1,239*	*Nil*	*1,174*	*5,924*	*92,052*	*100,389*
	1936-37	1,103	Nil	1,480	7,873	101,014	111,470
South Indian	*1935-36*	*5,255*	*16*	*32,072*	*80,503*	*181,291*	*299,137*
	1936-37	5,177	8	4,758	85,921	193,938	289,802
TOTAL 3′ 3½″ GAUGE	*1935-36*	*176,055*	*††40,868*	*230,572*	*771,512*	*2,296,509*	*††3,515,516*
	1936-37	177,179	41,557	225,650	863,027	2,428,926	3,736,339
2′6″ AND 2′ 0″ GAUGES.							
Bengal-Nagpur	*1935-36*	*4,650*	*173*	*5,090*	*8,309*	*26,340*	*44,562*
	1936-37	5,998	158	6,874	7,465	25,335	45,830
Bombay, Baroda and Central India.	*1935-36*	*185*	*Nil*	*29*	*866*	*4,522*	*5,602*
	1936-37	127	Nil	21	1,065	5,385	6,598
Eastern Bengal	*1935-36*	*Nil*	*Nil*	*Nil*	*1*	*63*	*64*
	1936-37	Nil	Nil	Nil	1	55	56
Great Indian Peninsula	*1935-36*	*496*	*Nil*	*Nil*	*1,520*	*3,639*	*5,655*
	1936-37	364	Nil	Nil	1,976	4,465	6,805
North Western (Commercial)	*1935-36*	*2,393*	..	*621*	*3,627*	*8,985*	*15,626*
	1936-37	2,929	..	595	4,298	10,401	18,223
North Western (Military)	*1935-36*	*187*	..	*303*	*614*	*4,009*	*5,113*
	1936-37	347	..	277	375	4,810	5,809
North Western (Total)	*1935-36*	*2,580*	..	*924*	*4,241*	*12,994*	*20,739*
	1936-37	3,276	..	872	4,673	15,211	24,032
South Indian	*1935-36*	*Nil*	*Nil*	*1*	*483*	*931*	*1,415*
	1936-37	Nil	Nil	1	445	970	1,416
TOTAL 2′ 6″ & 2′ 0″ GAUGES	*1935-36*	*7,911*	*173*	*6,044*	*16,420*	*48,489*	*78,037*
	1936-37	9,765	158	7,768	15,625	51,421	84,737
TOTAL CLASS I RAILWAYS	*1935-36*	*4,257,194*	*††1,979,303*	*1,653,362*	*2,829,073*	*9,576,649*	*††20,295,581*
	1936-37	4,193,717	2,090,709	1,730,323	3,266,046	9,891,296	21,172,091

††Revised figures.

for the years 1935-36 and 1936-37 (In thousands)—contd.

*Average miles a ton of goods was carried.							Railway.
Coal for the public.	Coal for foreign railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).	Total coal (excluding coal for home line).	Total goods (including coal).	
29	30	31	32	33	34	35	36
							3′ 3¾″ GAUGE—*concld.*
117	*143*	*103*	*110*	*107*	*124*	*110*	Eastern Bengal.
117	117	105	115	105	117	109	
222	*131*	*231*	*195*	*98*	*205*	*124*	Jodhpur.
188	127	222	220	116	173	146	
106	*291*	*169*	*175*	*155*	*183*	*162*	Madras and Southern Mahratta.
109	267	199	174	161	158	167	
193	*185*	*196*	*143*	*101*	*193*	*125*	Nizam's State.
197	184	194	145	118	196	135	
48	*Nil*	*26*	*61*	*69*	*48*	*67*	Rohilkund and Kumaon.
42	Nil	28	65	65	42	63	
67	*84*	*197*	*100*	*73*	*67*	*85*	South Indian.
69	144	37	106	80	69	84	
**143*	**190*	**175*	**143*	**127*	**150*	**134*	TOTAL 3′ 3¾″ GAUGE.
*144	*172	*167	*144	*133	*148	*138	
							2′ 6″ AND 2′ 0″ GAUGES.
78	*107*	*108*	*70*	*47*	*79*	*57*	Bengal-Nagpur.
87	126	127	66	49	88	60	
32	*Nil*	*35*	*25*	*20*	*32*	*21*	Bombay, Baroda and Central India.
29	Nil	40	24	20	29	21	
Nil	*Nil*	*Nil*	*11*	*19*	..	*19*	Eastern Bengal.
Nil	Nil	Nil	11	19	..	18	
39	*Nil*	*Nil*	*44*	*35*	*39*	*38*	Great Indian Peninsula.
36	Nil	Nil	46	37	36	39	
29	*Nil*	*44*	*38*	*47*	*29*	*41*	North Western (Commercial)
28	Nil	44	38	49	28	41	
44	*Nil*	*72*	*76*	*60*	*44*	*61*	North Western (Military).
66	Nil	76	66	61	66	62	
31	*Nil*	*57*	*42*	*54*	*31*	*47*	North Western (Total).
31	Nil	57	40	56	31	47	
Nil	*Nil*	*19*	*34*	*31*	*Nil*	*32*	South Indian.
Nil	Nil	19	35	32	Nil	33	
**49*	**87*	**94*	**51*	**42*	**49*	**46*	TOTAL 2′ 6″ AND 2′ 0″ GAUGES.
*52	*158	*109	*47	*42	*53	*47	
**202*	**394*	**244*	**193*	**154*	**239*	**185*	TOTAL CLASS I RAILWAYS.
*201	*404	*241	*203	*161	*241	*191	

*Columns 29 to 35.—For the purpose of these figures consignments passing over two or more railways or two or more gauges on the same railway are considered as two or more separate consignments.

Railway.	Year.	Earnings from goods carried including refunds (in thousands). Coal for the public.	Coal for foreign railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).	Total. (Columns 39+40+41+42+43.)
37	38	39	40	41	42	43	44
5′ 6″ GAUGE.		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Bengal-Nagpur	*1935-36*	*1,27,70*	*47,50*	*21,18*	*87,36*	*3,55,06*	*6,38,80*
	1936-37	1,23,54	42,68	21,69	88,35	3,46,18	6,22,44
Bombay, Baroda and Central India.	*1935-36*	*29,78*	*52*	*5,50*	*48,41*	*3,21,08*	*4,05,29*
	1936-37	29,64	60	6,30	64,56	3,48,22	4,49,32
Eastern Bengal	*1935-36*	*19,01*	*2,79*	*5,74*	*14,69*	*1,45,00*	*1,87,23*
	1936-37	19,08	2,98	6,20	13,44	1,73,84	2,15,54
East Indian	*1935-36*	*3,69,71*	*1,48,83*	*49,62*	*1,33,17*	*5,53,40*	*12,54 73*
	1936-37	3,71,20	1,67,22	53,06	1,67,79	5,87,43	13,46,70
Great Indian Peninsula.	*1935-36*	*58,49*	*14,64*	*28,01*	*1,79,99*	*5,63,72*	*8,44,85*
	1936-37	62,52	13,20	26,75	2,09,04	6,10,27	9,21,78
Madras and Southern Mahratta	*1935-36*	*6,51*	*19,66*	*13,80*	*62,60*	*1,47,92*	*2,50,49*
	1936-37	6,55	17,50	14,03	60,29	1,68,67	2,67,04
Nizam's State	*1935-36*	*14,75*	*5,65*	*2,15*	*25,20*	*44,83*	*92,58*
	1936-37	15,72	8,53	2,14	28,41	48,02	1,02,82
North Western (Commercial)	*1935-36*	*29,36*	..	*37,92*	*2,02,80*	*6,48,68*	*9,18,76*
	1936-37	30,86	..	37,75	2,41,39	7,27,84	10,37,84
North Western (Military)	*1935-36*	*2,07*	..	*1,88*	*11,76*	*58,31*	*74,02*
	1936-37	2,29	..	1,89	12,21	64,40	80,79
North Western (Total)	*1935-36*	*31,43*	..	*39,80*	*2,14,56*	*7,06,99*	*9,92,78*
	1936-37	33,15	..	39,64	2,53,60	7,92,24	11,18,63
South Indian	*1935-36*	*71*	*Nil*	*3,71*	*27,61*	*76,04*	*1,08,07*
	1936-37	55	Nil	6,36	26,67	80,47	1,14,05
TOTAL, 5′ 6″ GAUGE	*1935-36*	*6,58,09*	*2,39,59*	*1,69,51*	*7,93,59*	*29,14,04*	*47,74,82*
	1936-37	6,61,95	2,52,71	1,76,17	9,12,15	31,55,34	51,58,32
3′ 3¼″ GAUGE.							
Assam-Bengal	*1935-36*	*3,21*	*29*	*1,64*	*8,54*	*81,60*	*95,28*
	1936-37	2,92	28	2,19	9,51	86,11	1,01,01
Bengal and North Western	*1935-36*	*10,63*	..	*5,64*	*47,44*	*1,52,22*	*2 15,93*
	1936-37	9,88	..	5,78	53,23	1,67,95	2,36,84
Bombay, Baroda and Central India	*1935-36*	*5,86*	*2,02*	*4,42*	*53,79*	*2,34,88*	*3,00,97*
	1936-37	6,53	2,46	5,72	68,45	2,47,09	3,30,25
Burma	*1935-36*	*5,61*	*Nil*	*5,62*	*86,79*	*1,51,55*	*2,49,57*
	1936-37	5,31	Nil	4,49	85,34	1,60,09	2,55,23

for the years 1935-36 and 1936-37 (In thousands)—contd.

Average rate (in pies) charged for carrying a ton of goods one mile.							Railway.
Coal for the public.	Coal for foreign railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).	Total coal (excluding coal for home line).	Total goods (including coal).	
45	46	47	48	49	50	51	52
							5′ 6″ GAUGE.
3·35	*2·42*	*2·45*	*9·60*	*4·45*	*3·03*	*4·12*	Bengal Nagpur.
3·47	2·40	2·49	10·0	4·73	3·11	4·32	
2·40	*2·04*	*1·80*	*8·22*	*10·5*	*2·39*	*7·76*	Bombay, Baroda and Central India.
2·46	2·10	1·80	8·52	10·4	2·45	7·90	
4·37	*2·91*	*2·89*	*8·18*	*8·63*	*4·10*	*7·23*	Eastern Bengal.
4·47	2·98	2·87	8·56	9·51	4·19	7·90	
3·15	*2·38*	*2·47*	*5·27*	*6·76*	*2·88*	*4·09*	East Indian.
3·22	2·39	2·46	5·37	7·27	2·91	4·22	
2·55	*2·30*	*2·19*	*7·38*	*8·67*	*2·49*	*6·42*	Great Indian Peninsula.
2·70	2·29	2·04	7·36	8·92	2·62	6·64	
4·34	*1·96*	*2·53*	*7·75*	*9·16*	*2·27*	*6·08*	Madras and Southern Mahratta.
4·16	1·76	2·58	7·65	8·90	2·09	6·10	
4·17	*4·30*	*2·54*	*6·81*	*10·0*	*4·20*	*6·67*	Nizam's State.
4·20	4·41	2·42	7·26	9·67	4·27	6·66	
2·40	*2·82*	*2·02*	*8·35*	*9·49*	*2·40*	*7·43*	North Western (Commercial).
2·37	2·44	1·98	7·78	9·94	2·37	7·61	
2·42	*2·73*	*2·01*	*8·41*	*7·30*	*2·42*	*6·94*	North Western (Military).
2·40	4·17	2·01	7·82	7·86	2·40	6·93	
2·40	*2·82*	*2·02*	*8·34*	*9·32*	*2·40*	*7·40*	North Western (Total).
2·37	2·54	1·98	7·79	9·73	2·37	7·56	
5·24	*2·33*	*2·48*	*11·2*	*10·1*	*5·24*	*9·44*	South Indian.
5·16	2·65	2·47	11·2	9·82	5·16	8·54	
3·10	*2·37*	*2·30*	*7·46*	*7·74*	*2·87*	*5·49*	TOTAL 5′ 6″ GAUGE.
3·17	2·37	2·26	7·34	8·17	2·90	5·71	
							3′ 3⅜″ GAUGE.
5·15	*2·44*	*2·41*	*8·36*	*7·72*	*4·71*	*7·33*	Assam-Bengal.
5·25	2·45	2·41	8·11	7·81	4·77	7·35	
4·40	*1·26*	*2·62*	*9·91*	*6·42*	*4·40*	*6·53*	Bengal and North Western.
4·34	2·55	2·63	9·21	6·54	4·34	6·59	
2·80	*2·21*	*1·80*	*7·24*	*10·1*	*2·62*	*8·34*	Bombay, Baroda and Central India.
2·79	2·32	1·80	7·80	10·3	2·64	8·39	
4·11	*2·48*	*2·48*	*9·38*	*7·35*	*4·11*	*7·45*	Burma.
4·13	Nil	2·48	9·31	7·47	4·13	7·57	

13.—*Statement of Goods Revenue Statistics of Class I Railways*

Railway.	Year.	Earnings from goods carried including refunds (in thousands).					
		Coal for the public.	Coal for foreign railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).	Total (Columns 39+40+ 41 +42+43)
37	38	39	40	41	42	43	44
3′ 3½″ GAUGE—*concld.*		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Eastern Bengal	*1935-36*	*6,99*	*1,94*	*1,79*	*18,24*	*81,81*	*1,10,77*
	1936-37	6,67	1,73	1,89	19,50	96,44	1,26,23
Jodhpur	*1935-36*	*60*	*8*	*1,53*	*17,91*	*42,51*	*62,63*
	1936-37	60	11	1,57	21,09	46,54	69,91
Madras and Southern Mahratta	*1935-36*	*1,10*	*82*	*3,05*	*71,85*	*1,20,07*	**1,96,89*
	1936-37	1,91	95	4,28	84,32	1,19,31	*2,10,77
Nizam's State	*1935-36*	*1,35*	*4*	*84*	*16,06*	*25,73*	*44,02*
	1936-37	1,68	3	78	15,64	31,95	50,08
Rohilkund and Kumaon	*1935-36*	*22*	*Nil*	*15*	*4,30*	*35,90*	*40,57*
	1936-37	19	Nil	19	4,92	40,10	45,40
South Indian	*1935-36*	*1,58*	..	*4,16*	*46,70*	*1,02,65*	*1,55,09*
	1936-37	1,50	Nil	74	50,38	1,12,28	1,64,90
TOTAL 3′ 3½″ GAUGE	*1935-36*	*37,15*	*5,19*	*28,84*	*3,71,62*	*10,28,92*	*14,71,72*
	1936-37	37,19	5,56	27,63	4,12,38	11,07,86	15,90,62
2′ 6″ AND 2′ 0″ GAUGES.							
Bengal-Nagpur	*1935-36*	*1,33*	*2*	*65*	*4,40*	*10,75*	*17,15*
	1936-37	1,78	2	88	4,28	10,79	17,75
Bombay, Baroda and Central India.	*1935-36*	*7*	*Nil*	*Nil*	*1,07*	*3,92*	*5,06*
	1936-37	5	Nil	Nil	1,32	4,56	5,93
Eastern Bengal	*1935-36*	*Nil*	*Nil*	*Nil*	*Nil*	*5*	*5*
	1936-37	Nil	Nil	Nil	Nil	4	4
Great Indian Peninsula	*1935-36*	*15*	*Nil*	*Nil*	*1,05*	*4,18*	*5,38*
	1936-37	12	Nil	Nil	1,32	4,60	6,04
North Western (Commercial)	*1935-36*	*58*	*Nil*	*18*	*3,49*	*10,43*	*14,68*
	1936-37	68	..	17	3,87	11,95	16,67
North Western (Military)	*1935-36*	*3*	..	*6*	*44*	*2,94*	*3,47*
	1936-37	7	..	5	24	3,38	3,74
North Western (Total)	*1935-36*	*61*	..	*24*	*3,93*	*13,37*	*18,15*
	1936-37	75	..	22	4,11	15,33	20,41
South Indian	*1935-36*	*Nil*	*Nil*	*Nil*	*30*	*79*	*1,09*
	1936-37	Nil	Nil	Nil	31	76	1,07
TOTAL 2′ 6″ & 2′ 0″ GAUGES	*1935-36*	*2,16*	*2*	*89*	*10,75*	*33,06*	*46,88*
	1936-37	2,70	2	1,10	11,34	36,08	51,24
TOTAL CLASS I RAILWAYS	*1935-36*	*6,97,40*	*2,44,80*	*1,99,24*	*11,76,96*	*39,76,02*	*62,93,42*
	1936-37	7,01,84	2,58,29	2,04,90	13,35,87	42,99,28	68,00,18

* Includes Mormugao Harbour receipts.

for the years 1935-36 and 1936-37 (In thousands)—concld.

Average rate (in pies) charged for carrying a ton of goods one mile.							Railway.
Coal for the public.	Coal for foreign railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).	Total coal (excluding coal for home line).	Total goods (including coal).	
45	46	47	48	49	50	51	52
							3′ 3¾″ GAUGE—*concld.*
4·20	*2·66*	*2·86*	*8·23*	*9·94*	*3·75*	*8·25*	Eastern Bengal
4·31	2·63	2·83	8·54	10·5	3·84	8·82	
2·33	*2·14*	*2·11*	*6·84*	*8·26*	*2·31*	*7·13*	Jodhpur.
2·36	2·11	2·07	6·49	8·40	2·32	7·10	
5·67	*2·16*	*2·82*	*10·9*	*9·83*	*3·35*	*9·64*	Madras and Southern Mahratta.
6·00	2·73	2·61	10·9	9·87	4·29	9·52	
4·63	*3·22*	*2·50*	*8·85*	*13·1*	*4·57*	*9·98*	Nizam's State.
4·55	3·18	2·52	8·32	13·8	4·52	10·2	
3·48	*Nil*	*2·45*	*13·9*	*7·49*	*3·48*	*7·76*	Rohilkund and Kumaon.
3·34	Nil	2·45	12·0	7·62	3·34	7·82	
5·79	*2·42*	*2·49*	*11·1*	*10·7*	*5·78*	*9·83*	South Indian.
5·55	2·36	3·00	11·3	10·9	5·55	10·8	
4·05	*2·44*	*2·40*	*9·25*	*8·60*	*3·75*	*8·04*	TOTAL 3′ 3¾″ GAUGE.
4·03	2·57	2·35	9·17	8·76	3·75	8·17	
							2′ 6″ AND 2′ 0″ GAUGES.
5·51	*2·45*	*2·45*	*10·2*	*7·83*	*5·40*	*7·39*	Bengal Nagpur.
5·71	2·45	2·45	11·0	8·18	5·62	7·44	
7·52	*Nil*	*1·80*	*23·7*	*16·6*	*7·52*	*17·3*	Bombay, Baroda and Central India.
7·33	Nil	1·80	23·8	16·2	7·33	17·2	
..	*Nil*	*Nil*	*15·1*	*15·9*	..	*15·9*	Eastern Bengal.
..	Nil	Nil	16·9	14·0	..	14·1	
5·61	*Nil*	*Nil*	*13·3*	*22·1*	*5·61*	*18·3*	Great Indian Peninsula.
6·22	Nil	Nil	12·8	19·8	6·22	17·0	
4·60	*Nil*	*5·70*	*18·5*	*22·3*	*4·60*	*18·0*	North Western (Commercial)
4·45	Nil	5·59	17·3	22·0	4·45	17·6	
3·69	*Nil*	*3·74*	*13·7*	*14·1*	*3·69*	*13·0*	North Western (Military).
4·10	Nil	3·65	12·2	13·5	4·10	12·4	
4·54	*Nil*	*5·06*	*17·8*	*19·7*	*4·54*	*16·8*	North Western (Total).
4·42	Nil	4·97	16·9	19·3	4·42	16·3	
Nil	*Nil*	*3·02*	*11·9*	*16·4*	*Nil*	*14·9*	South Indian.
Nil	Nil	3·02	13·5	15·1	Nil	14·6	
5·24	*2·22*	*2·83*	*13·4*	*13·1*	*5·18*	*11·5*	TOTAL 2′ 6″ AND 2′ 0″ GAUGES.
5·31	2·43	2·72	13·9	13·5	5·26	11·6	
3·15	*2·37*	*2·31*	*7·98*	*7·97*	*2·90*	*5·95*	TOTAL CLASS I RAILWAYS.
3·21	2·37	2·27	7·85	8·35	2·93	6·17	

14.—*Statement of Revenue Earnings and Expenses*

Note. I.—Upto the year 1935-36, the figures of total working expenses of *other than* State-managed railways (Class I) included actual railways in respect of other than State-owned portions of their railway systems) include the figures of 'Appropriation to Deprecia

Note. II.— "Credits for released Materials" previously accounted for under "Earnings" are booked under Depreciation Reserve

Note. III.— Please see note under heading of Statt. No. 2 (*a*).

Railway.	Year.	Capital at charge* / Capital outlay† per route mile.	Gross earnings (in thousands of rupees).§	Gross earnings per mean mile worked.§	Gross earnings per mean mile worked per week.§	Gross earnings per train mile.§
1	2	3	4	5	6	7
5′ 6″ GAUGE.						
Bengal-Nagpur	*1935-36*	*2,33,116*	*8,43,45*	*33,162*	*634·2*	*6·34*
	1936-37	2,33,361	8,10,14	31,840	610·6	6·14
Bombay, Baroda and Central India	*1935-36*	*2,17,023*	*6,77,25*	*53,828*	*1,029·7*	*8·03*
	1936-37	2,19,319	7,18,63	57,116	1,095·5	8·17
Eastern Bengal	*1935-36*	*2,59,151*	*3,50,80*	*38,959*	*745·1*	*4·85*
	1936-37	2,59,692	3,80,91	42,261	810·5	5·08
East Indian	*1935-36*	***3,38,571*	*18,86,37*	*41,753*	*798·6*	*6·30*
	1936-37	3,37,273	19,58,78	43,363	831·6	6·47
Great Indian Peninsula	*1935-36*	***2,80,168*	*13,10,90*	*36,980*	*707·0*	*6·01*
	1936-37	2,94,378	13,72,84	38,727	742·7	6·23
Madras and Southern Mahratta	*1935-36*	*1,83,638*	*4,23,39*	*36,588*	*699·8*	*6·51*
	1936-37	1,77,104	4,34,37	37,538	719·9	6·34
Nizam's State	*1935-36*	*1,10,097*	*1,36,31*	***19,810*	***378·9*	*7·79*
	1936-37	1,10,348	1,46,55	21,298	408·5	8·23
North Western (Commercial)	*1935-36*	*2,25,673*	*14,82,95*	*30,596*	*585·2*	*7·30*
	1936-37	2,25,340	15,92,61	32,856	630·1	7·66
North Western (Military)	*1935-36*	*1,98,057*	*1,29,06*	*9,139*	*174·8*	*4·95*
	1936-37	1,96,833	1,31,60	9,319	178·7	4·98
North Western (Total)	*1935-36*	*2,18,846*	*16,12,01*	*25,755*	*492·6*	*7·04*
	1936-37	2,18,293	17,24,21	27,546	528·3	7·36
South Indian	*1935-36*	*1,77,404*	*1,82,11*	*27,356*	*523·2*	*5·04*
	1936-37	1,78,281	1,87,45	23,487	450·4	4·71
TOTAL 5′ 6″ GAUGE	*1935-36*		*74,22,59*	*34,361*	*657·2*	*6·42*
	1936-37		77,33,88	35,802	686·6	6·56
3′ 3¾″ GAUGE.						
Assam-Bengal	*1935-36*	*1,94,487*	*1,71,74*	*12,540*	*239·8*	*4·29*
	1936-37	1,98,863	1,80,98	13,185	252·9	4·09
Bengal and North Western	*1935-36*	*1,01,961*	*3,56,19*	*15,554*	*298·0*	*4·00*
	1936-37	1,02,553	3,78,66	16,563	318·0	4·00
Bombay, Baroda and Central India	*1935-36*	‡	*5,07,50*	*22,993*	*439·6*	*6·30*
	1936-37	‡	5,23,26	25,810	494·9	6·61
Burma	*1935-36*	*1,65,449*	*3,61,51*	*17,527*	*335·2*	*4·75*
	1936-37	1,64,374	3,70,22	17,949	344·2	4·84

* In the case of State-owned railways. † In the case of other than State-owned railways.

§ The gross earnings [col. (4)], working expenses [col. (8)], and net earnings [col. (11)], include figures relating to steam boat service.

‡ Included in 5′ 6″ Gauge.

** Revised figures.

of Class I Railways rated against selected units for the years 1935-36 and 1936-37.

expenditure on 'Replacements and Renewals', but from 1936-37, all Class I Railways (except B. & N. W., R & K., Jodhpur and N. S. tion Reserve Fund' instead.
Fund from 1936-37.

Total working expenses (in thousands of rupees).§ 8	Working expenses per mean mile worked per week.§ 9	Working expenses per train mile.§ 10	Net earnings (in thousands of rupees).§ 11	Net earnings per mean mile worked.§ 12	Net earnings per train mile.§ 13	Railway. 14
						5' 6" GAUGE.
5,68,95	*425·8*	*4·26*	*2,74,50*	*10,901·3*	*2·08*	Bengal-Nagpur.
6,21,70	466·5	4·69	1,88,44	7,514·7	1·45	
3,75,17	*570·5*	*4·45*	*3,02,08*	*24,009·3*	*3·58*	Bombay, Baroda and Central India.
4,17,38	636·3	4·74	3,01,25	23,942·8	3·43	
3,09,83	*658·6*	*4·29*	*40,97*	*4,521·5*	*0·56*	Eastern Bengal.
3,13,91	668·5	4·19	67,00	7,402·8	0·89	
11,80,31	*499·5*	*3·94*	*7,06,06*	***15,638·6*	*2·36*	East Indian.
11,84,63	502·7	3·91	7,74,15	17,149·8	2·56	
9,17,90	*494·9*	*4·21*	*3,93,00*	*11,086·4*	*1·80*	Great Indian Peninsula.
8,72,92	472·5	3 96	4,99,92	14,102·4	2·27	
2,59,47	*428·9*	*3·99*	*1,63,92*	*14,165·0*	*2·52*	Madras and Southern Mahratta.
2,68,08	444·3	3·91	1,66,29	14,370·6	2·43	
..9,96	***194·5*	*4·00*	*66,35*	***9,642·2*	*3·79*	Nizam's State.
65,88	183·6	3·70	80,67	11,723·6	4·53	
9,50,68	*375·1*	*4·68*	*5,32,27*	*10,981·8*	*2·62*	North Western (Commercial).
9,47,45	374·9	4·56	6,45,16	13,310·0	3·11	
1,88,82	*255·7*	*7·24*	*—59,76*	*—4,232·0*	*—2·29*	North Western (Military).
1,83,78	249·6	6·95	—52,18	—3,695·6	—1·97	
11,39,50	*348·2*	*4·98*	*4,72,51*	*7,549·3*	*2·06*	North Western (Total).
11,31,23	346·6	4·83	5,92,98	9,473·4	2·53	
1,01,15	*291·6*	*2·81*	*80,60*	*12,108·0*	*2·23*	South Indian.
1,06,51	253·5	2·65	81,94	10,267·1	2·06	
49,22,60	*435·5*	*4·25*	*24,99,99*	*11,588·4*	*2·16*	TOTAL 5' 6" GAUGE.
49,81,24	441·9	4·22	27,52,64	12,757·4	2·34	
						3'3½" GAUGE.
1,39,54	*192·5*	*3·44*	*32,20*	*2,476·3*	*0·34*	Assam-Bengal.
1,56,78	216·9	3·50	24,20	1,876·2	0·58	
1,67,24	*139·0*	*2·00*	*1,88,95*	*8,281·0*	*2·00*	Bengal and North Western.
1,77,01	148·0	2·00	2,01,65	8,831·0	2·00	
2,80,17	*242·9*	*3·48*	*2,27,33*	*10,299·5*	*2·82*	Bombay, Baroda and Central India.
2,85,37	270·2	3·60	2,37,89	11,733·8	3·01	
2,83,36	*261·0*	*3·70*	*78,15*	*3,879·3*	*1·05*	Burma.
2,64,52	244·8	3·44	1,05,70	5,185·6	1·40	

but while calculating working results in columns 5, 6, 7, 9, 10, 12 and 13, the Steam Boat earnings and expenses have been excluded.
** Revised figures.

14.—Statement of Revenue Earnings and Expenses of Class I

Note I.—Upto the year 1935-36, the figures of total working expenses of *other than* State-managed railways (Class I) included actual railways in respect of other than State-owned portions of their railway system) include the figures of "Appropriation to Depre-

Note. II.— "Credits for released Materials" previously accounted for under "Earnings" are booked under Depreciation Reserve

Note. III.—Please see note under heading of Statt. No. 2 (*a*).

Railway.	Year.	Capital at charge.* Capital outlay† per route mile.	Gross earnings (in thousands of rupees).§	Gross earnings per mean mile worked.§	Gross earnings per mean mile worked per week.§	Gross earnings per train mile.§
1	2	3	4	5	6	7
3′ 3⅜″ GAUGE—*concld.*						
Eastern Bengal	*1935-36*	‡	*1,92,00*	*17,630*	*337·2*	*4·44*
	1936-37	‡	2,08,29	19,109	366·5	4·52
Jodhpur	*1935-36*	*48,270*	*1,13,76*	*11,005*	*210·5*	*5·54*
	1936-37	49,506	1,21,87	11,552	221·6	5·61
Madras and Southern Mahratta	*1935-36*	‡	*¶3,15,96*	*14,804*	*283·1*	*4·37*
	1936-37	‡	¶3,22,01	15,062	288·9	4·13
Nizam's State	*1935-36*	‡	*75,61*	*11,460*	*219·2*	*5·21*
	1936-37	‡	82,25	12,466	239·1	5·30
Rohilkund and Kumaon	*1935-36*	*80,011*	*70,37*	*12,522*	*241·0*	*4·00*
	1936-37	80,881	75,16	13,260	255·0	4·00
South Indian	*1935-36*	‡	*3,34,56*	*19,155*	*366·4*	*3·48*
	1936-37	‡	3,47,62	19,330	370·7	3·29
TOTAL 3′ 3⅜″ GAUGE	*1935-36*		*25,08,20*	*16,472*	*315·1*	*4·53*
	1936-37		26,10,32	17,311	332·0	4·50
2′ 6″ AND 2′ 0″ GAUGES.						
Bengal Nagpur	*1935-36*	‡	*32,14*	*3,470*	*66·4*	*1·87*
	1936-37	‡	31,29	3,378	64·8	1·76
Bombay, Baroda and Central India	*1935-36*	‡	*10,23*	*4,556*	*86·8*	*2·53*
	1936-37	‡	11,17	4,976	95·2	2·62
Eastern Bengal	*1935-36*	‡	*1,20*	*3,249*	*62·1*	*1·09*
	1936-37	‡	1,22	3,310	63·5	1·07
Great Indian Peninsula	*1935-36*	‡	*8,74*	*3,576*	*68·4*	*1·68*
	1936-37	‡	8,62	3,531	67·7	1·73
North Western (Commercial)	*1935-36*	‡	*28,32*	*7,433*	*142·2*	*3·20*
	1936-37	‡	30,61	8,036	154·1	3·40
North Western (Military)	*1935-36*	‡	*5,63*	*1,846*	*35·3*	*2·48*
	1936-37	‡	5,71	1,874	35·9	2·87
North Western (Total)	*1935-36*	‡	*33,95*	*4,950*	*94·7*	*3·05*
	1936-37	‡	36,32	5,297	101·6	3·31
South Indian	*1935-36*	‡	*1,98*	*2,003*	*38·3*	*1·19*
	1936-37	‡	2,55	2,582	49·5	0·75
TOTAL 2′ 6″ AND 2′ 0″ GAUGES.	*1935-36*		*88,24*	*3,981*	*76·2*	*2·21*
	1936-37		91,17	4,114	78·9	2·17
TOTAL CLASS I RAILWAYS	*1935-36*	***2,15,349*	*1,00,19,03*	*25,702*	*491·6*	*5·73*
	1936-37	2,16,446	1,04,35,37	26,873	515·3	5·80

* In the case of State-owned railways

† In the case of other than State-owned

§ The gross earnings [col. (4)], working expenses [col. (8)], and net earnings [col. (11)], include figures relating to steam boat service

‡ Included in 5′ 6″ gauge

¶ Includes earnings & expenditure of Mormugao Harbour.

** Revised figures.

Railways rated against selected units for the years 1935-36 and 1936-37—concld.

expenditure on 'Replacements and Renewals', but from 1936-37, all Class I Railways (except B. & N. W., R & K., Jodhpur and N. S. ciation Reserve Fund " instead.

Fund from 1936-37.

Total working expenses (in thousands of rupees).§ 8	Working expenses per mean mile worked per week.§ 9	Working expenses per train mile.§ 10	Net earnings (in thousands of rupees).§ 11	Net earnings per mean mile worked.§ 12	Net earnings per train mile.§ 13	Railway. 14
						3' 3¾" GAUGE—*concld.*
1,45,88	*252·1*	*3·32*	*46,12*	*4,448·7*	*1·12*	Eastern Bengal.
1,48,98	257·3	3·17	59,31	5,692·3	1·35	
64,09	*118·6*	*3·12*	*49,67*	*4,804·7*	*2·42*	Jodhpur.
65,36	118·8	3·01	56,51	5,356·6	2·60	
¶1,96,87	*176·7*	*2·73*	*¶1,19,09*	*5,565·0*	*1·64*	Madras and Southern Mahratta.
¶2,06,10	185·9	2·66	¶1,15,91	5,367·0	1·47	
51,12	*148·2*	*3·52*	*24,49*	*3,711·4*	*1·69*	Nizam's State.
48,99	142·4	3·16	33,26	5,041·0	2·14	
31,63	*108·0*	*2·00*	*38,74*	*6,894·0*	*2·00*	Rohilkund and Kumaon.
34,51	117·0	2·00	40,65	7,172·0	2·00	
2,33,67	*249·7*	*2·37*	*1,09,89*	*6,097·6*	*1·11*	South Indian.
2,54,60	272·0	2·41	93,02	5,146·0	0·88	
15,93,57	***199·5*	***2·87*	*9,14,63*	***6,041·4*	***1·66*	TOTAL 3' 3¾" GAUGE.
16,42,22	207·5	2·81	9,68,10	6,493·0	1·69	
						2' 6" AND 2' 0" GAUGES.
40,85	*84·4*	*2·37*	*—8,71*	*—940·4*	*—0·50*	Bengal Nagpur.
47,32	98·0	2·66	—16,03	—1,730·8	—0·90	
7,95	*67·8*	*1·97*	*2,28*	*1,012·9*	*0·56*	Bombay, Baroda and Central India.
7,75	66·2	1·82	3,42	1,525·6	0·80	
1,19	*61·9*	*1·03*	*1*	*12·8*	..	Eastern Bengal.
1,29	67·2	1·14	—7	—194·4	—0·06	
4,65	*36·4*	*0·89*	*4,09*	*1,673·8*	*0·79*	Great Indian Peninsula.
4,54	35·6	0·91	4,08	1,672·0	0·82	
44,82	*225·0*	*5·06*	*—16,50*	*—4,331·9*	*—1·86*	North Western (Commercial).
41,59	208·7	4·61	—10,98	—2,849·0	—1·21	
18,00	*112·9*	*7·92*	*—12,37*	*—4,058·8*	*—5·44*	North Western (Military).
16,16	101·7	8·12	—10,45	—3,428·7	—5·25	
62,82	*175·2*	*5·64*	*—28,87*	*—4,210·5*	*—2·59*	North Western(Total).
57,75	161·2	5·25	—21,43	—3,106·7	—1·94	
3,78	*73·2*	*2·28*	*—1,80*	*—1,826·1*	*—1·09*	South Indian.
4,94	96·0	1·45	—2,39	—2,423·4	—0·70	
1,21,24	*104·6*	*3·04*	*—33,00*	*—1,488·8*	*—0·83*	TOTAL 2' 6" AND 2' 0" GUAGES.
1,23,59	106·9	2·94	—32,42	—1,462·2	—0·77	
66,37,41	***325·3*	***3·79*	*33,81,62*	***8,694·6*	***1·94*	TOTAL CLASS I RAILWAYS.
67,47,05	332·6	*3·74*	36,88,32	9,532·6	2·06	

Railways.

but while calculating working results in columns 5, 6, 7, 9, 10, 12 and 13, the steam boat earnings and expenses have been excluded.

**Revised figur es

15.—Results of working of Class I Railways

NOTE I.—The rate of interest for calculating the figures given under column 16 was

NOTE II.—Upto the year 1935-36, the figures of total working expenses of other than State-managed railways (Class I) included and N. S. railways in respect of other than State-owned portions of their railway system) include the figures of 'Appropriation to

Railway.	Year.	DIVISION OF EXPENDITURE BETWEEN COACHING AND GOODS TRAFFIC.			§COACHING TRAFFIC.		
		Total working expenses for both coaching and goods traffic *	COL. 3 DIVIDED IN THE RATIO OF GROSS TON MILEAGE.		Coaching earnings per train mile.	Cost of hauling a passenger train one mile.	Profit on working a passenger train one mile.
			Coaching.	Goods.			
1	2	3	4	5	6	7	8
5' 6" GAUGE.		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Bengal-Nagpur	*1935-36*	*5,38,82,112*	*1,39,05,984*	*3,99,76,128*	*3·16*	*2·45*	*0·71*
	1936-37	6,01,30,671	1,61,40,446	4,39,90,225	3·06	2·84	0·22
Bombay, Baroda and Central India	*1935-36*	*3,58,20,916*	*1,59,15,736*	*1,99,05,180*	*4·30*	*2·65*	*1·65*
	1936-37	4,05,11,767	1,76,73,718	2,28,38,049	4·28	2·90	1·38
Eastern Bengal	*1935-36*	*2,97,86,981*	*1,72,43,714*	*1,25,43,267*	*2·63*	*3·19*	*—0·56*
	1936-37	3,02,13,781	1,73,43,193	1,28,70,588	2·62	3·15	—0·53
East Indian	*1935-36*	*‡11,28,17,035*	*‡3,84,16,886*	*7, 4,00,149*	*3·44*	*2·29*	*1·15*
	1936-37	11,37,64,226	3,74,17,006	7,63,47,220	3·34	2·22	1·12
Great Indian Peninsula	*1935-36*	*8,79,00,419*	*4,07,46,702*	*4,71,53,717*	*2·85*	*2·73*	*0·12*
	1936-37	8,52,17,339	3,68,00,938	4,84,16,401	2·94	2·55	0·39
Madras and Southern Mahratta	*1935-36*	*2,48,17,157*	*1,08,54,065*	*1, 9,63,092*	*3·84*	*2·58*	*1·26*
	1936-37	2,59,77,618	1,09,88,532	1,49,89,086	3·63	2·54	1·09
Nizam's State	*1935-36*	*67,74,067*	*24,12,751*	*43,61,316*	*4·67*	*2·75*	*1·92*
	1936-37	63,35,992	21,66,107	41,69,885	4·50	2·40	2·10
North Western	*1935-36*	*10,74,43,942*	*5,00,76,458*	*5,73,67,484*	*3·77*	*3·43*	*0·34*
	1936-37	10,97,15,197	4,90,91,211	6,06,23,986	3·83	3·34	0·49
South Indian	*1935-36*	*98,71,903*	*57,27,808*	*41,44,095*	*2·66*	*2·15*	*0·51*
	1936-37	1,03,59,609	62,18,840	41,40,769	2·33	2·04	0·29
3' 3½" GAUGE.							
Assam-Bengal	*1935-36*	*1,28,50,356*	*55,37,218*	*73,13,138*	*3·78*	*3·15*	*0·63*
	1936-37	1,46,80,681	64,28,670	82,52,011	3·51	3·24	0·27
Bengal and North-Western	*1935-36*	*1,53,84,756*	*72,18,460*	*81,66,296*	*3·00*	*1·00*	*2·00*
	1936-37	1,57,94,077	72,12,496	85,81,581	2·00	1·00	1·00
Bombay, Baroda and Central India	*1935-36*	*2,71,27,634*	*1,14,47,300*	*1,56,80,334*	*4·29*	*2·48*	*1·81*
	1936-37	2,78,31,460	1,11,42,940	1,66,88,520	4·22	2·54	1·68
Burma	*1935-36*	*2,74,46,501*	*1,03,48,309*	*1,70,98,192*	*2·47*	*2·46*	*0·01*
	1936-37	2,56,07,083	98,08,425	1,57,98,658	2·52	2·27	0·25
Eastern Bengal	*1935-36*	*1,33,45,824*	*69,47,466*	*63,98,358*	*2·65*	*2·55*	*0·10*
	1936-37	1,39,15,623	71,07,272	68,08,351	2·64	2·47	0·17
Jodhpur	*1935-36*	*68,73,686*	*22,88,763*	*35,84,923*	*4·65*	*2·32*	*2·33*
	1936-37	60,94,020	23,41,066	37,52,954	4·41	2·18	2·23
Madras and Southern Mahratta	*1935-36*	*1,79,99,459*	*77,61,457*	*1,02,38,002*	*2·51*	*1·98*	*0·53*
	1936-37	1,94,56,353	85,02,426	1,09,53,927	2·19	1·96	0·23
Nizam's State	*1935-36*	*49,73,596*	*24,64,061*	*25,09,535*	*2·99*	*2·46*	*0·53*
	1936-37	47,37,423	22,73,188	24,64,235	2·87	2·15	0·72
Rohilkund and Kumaon	*1935-36*	*28,66,046*	*13,13,283*	*15,52,763*	*2·62*	*1·29*	*1·33*
	1936-37	31,62,703	13,78,722	17,83,981	2·60	1·34	1·26
South Indian	*1935-36*	*2,17,17,146*	*1,39,01,000*	*78,16,146*	*2·25*	*1·84*	*0·41*
	1936-37	2,39,93,759	1,52,22,183	87,71,576	2·03	1·86	0·17

§ The results in columns 6 to 17 exclude steam boat

*Excluding expenditure on the maintenance and working of Ferry Steamers and Harbours and after deducting telegraph and

‡Revised figures.

for the years 1935-36 and 1936-37.

changed from 5½ to 4½ per cent. per annum with effect from the year 1933-34.
actual expenditure on 'Replacements and Renewals', but from 1936-37, all Class I railways (except B & N. W., R. & K., Jodhpur Depreciation Reserve Fund' instead.

§ Goods Traffic.									Railway.
Goods earning per train mile.	Cost of hauling a goods train one mile.	Profit on working a goods train one mile.	Earnings per goods wagon per mile (excluding brakes).	Cost of hauling a goods wagon one mile.	Profit on working a goods wagon one mile.	Cost of hauling a goods unit (*viz.*, one ton) one mile.	Cost of hauling a goods unit (*viz.*, one ton) one mile (including interest on capital expended on open line at the rate of 4½ per cent. per annum) (see note under the heading).	Profit on working a goods unit (*viz.*, one ton) one mile.	
9	10	11	12	13	14	15	16	17	18
Rs.	Rs.	Rs.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	5′ 6″ GAUGE.
8·44	*5·32*	*3·12*	*40·1*	*25·3*	*14·8*	*2·60*	*4·19*	*1·52*	Bengal Nagpur.
8·33	5·94	2·39	39·8	28·4	11·4	3·09	4·78	1·23	
16·6	*8·18*	*8·37*	*68·3*	*33·8*	*34·5*	*3·81*	*6·45*	*3·95*	Bombay, Baroda and Central India.
16·5	8·47	8·03	69·3	35·6	33·7	4·02	6·37	3·88	
10·8	*6·89*	*3·91*	*48·1*	*30·7*	*17·4*	*4·85*	*7·38*	*2·38*	Eastern Bengal.
11·3	6·48	4·83	52·4	30·0	22·4	4·72	7·17	3·18	
9·59	*5·68*	*3·91*	*37·6*	*22·3*	*15·3*	*2·43*	‡*3·86*	*1·66*	East Indian.
10·1	5·69	4·36	39·0	22·1	16·9	2·40	3·80	1·82	
12·4	*6·88*	*5·48*	*54·7*	*30·4*	*24·3*	*3·69*	‡*5·47*	*2·83*	Great Indian Peninsula.
12·2	6·40	5·84	54·1	28·3	25·8	3·49	5·48	3·15	
10·9	*6·06*	*4·83*	*47·0*	*26·2*	*20·8*	*3·39*	‡*5·46*	*2·69*	Madras and Southern Mahratta.
10·6	5·91	4·66	47·3	26·4	20·9	3·42	5·42	2·68	
10·7	*5·01*	*5·69*	*57·5*	*27·0*	*30·5*	*3·14*	††*6·08*	*3·53*	Nizam's State.
11·8	4·77	7·03	60·4	24·4	36·0	2·70	††5·40	3·96	
12·0	*6·90*	*5·09*	*54·6*	*31·4*	*23·2*	*4·27*	*6·82*	*3·13*	North Western.
12·9	6·94	5·97	58·0	31·2	26·8	4·10	6·48	3·46	
11·5	*4·38*	*7·12*	*72·0*	*27·5*	*44·5*	*3·83*	*5·98*	*5·61*	South Indian.
12·3	4·44	7·86	75·8	27·4	48·4	3·30	5·07	5·24	
									3′ 3½″ Gauge.
4·46	*3·43*	*1·03*	*33·3*	*25·6*	*7·70*	*5·67*	*10·7*	*1·66*	Assam-Bengal.
4·36	3·58	0·78	33·4	27·4	6·00	6·06	10·9	1·29	
6·00	*2·00*	*4·00*	*30·0*	*13·0*	*17·0*	*2·00*	*4·02*	*4·53*	Bengal and North-Western.
6·00	2·00	4·00	30·0	12·0	18·0	2·00	3·86	4·59	
8·72	*4·55*	*4·17*	*40·7*	*21·2*	*19·5*	*4·35*	*6·07*	*3·99*	Bombay, Baroda and Central India.
9·39	4·73	4·66	43·7	22·0	21·7	4·22	5·80	4·17	
7·34	*5·04*	*2·30*	*41·9*	*28·7*	*13·2*	*5·11*	*7·96*	*2·34*	Burma.
7·64	4·75	2·89	42·9	26·7	16·2	4·69	7·49	2·88	
7·13	*4·19*	*2·94*	*33·7*	*19·8*	*13·9*	*4·87*	†*7·74*	*3·38*	Eastern Bengal.
7·49	4·12	3·37	34·7	19·1	15·6	4·86	†7·60	3·96	
5·85	*3·35*	*2·50*	*28·5*	*16·3*	*12·2*	*4·08*	*5·67*	*3·05*	Jodhpur.
6·39	3·42	2·97	30·5	16·3	14·2	3·81	5·28	3·29	
6·34	*3·29*	*3·05*	*44·4*	*23·1*	*21·3*	*5·01*	*7·83*	*4·63*	Madras and Southern Mahratta.
6·50	3·38	3·12	45·0	23·4	21·6	4·95	7·53	4·57	
9·86	*5·59*	*4·27*	*56·9*	*32·3*	*24·6*	*5·69*	**	*4·29*	Nizam's State.
10·2	4·98	5·22	56·9	27·9	29·0	5·04	**	5·16	
5·34	*2·04*	*3·30*	*42·6*	*16·3*	*26·3*	*2·97*	*5·10*	*4·79*	Rohilkund and Kumaon.
5·39	2·11	3·28	42·3	16·5	25·8	3·07	5·09	4·75	
7·13	*3·60*	*3·53*	*40·5*	*20·5*	*20·0*	*5·02*	*8·51*	*4·81*	South Indian.
7·46	3·98	3·48	43·2	23·0	20·2	5·81	9·36	4·99	

earnings and expenses.
sundry earnings and leaving only the balance of payments to other lines for mileage, hire charges, etc.
†Metre and Narrow gauges combined.
** Included in Broad gauge. ††Broad and Metre gauges combined. ‡ Revised figures.

16.—*Statement of Ton Mileage of Class I Railways for the years 1935-36 and 1936-37.*

(In thousands.)

Railway.	Year.	*Net or freight ton miles (goods and proportion of mixed).	Gross ton miles (excluding weight of engine and departmental).		Gross ton miles (including weight of engine but excluding departmental).		Gross ton miles (including weight of engine and departmental).	
			Passenger and proportion of mixed.	Goods and proportion of mixed.	Passenger and proportion of mixed.	Goods and proportion of mixed.	Passenger and proportion of mixed.	Goods and proportion of mixed.
1	2	3	4	5	6	7	8	9
5′ 6″ GAUGE.								
Bengal Nagpur	*1935-36*	*2,912,581*	*1,728,726*	*5,717,774*	*2,366,342*	*6,633,955*	*2,382,097*	*6,847,917*
	1936-37(a)	2,706,902	1,746,862	5,465,786	2,388,844	6,371,778	2,410,335	6,569,283
Bombay, Baroda and Central India	*1935-36*	*994,461*	*1,098,082*	*2,104,890*	*1,520,776*	*2,359,225*	*1,523,891*	*2,408,738*
	1936-37	1,083,595	1,179,158	2,303,997	1,587,847	2,584,520	1,592,762	2,638,551
Eastern Bengal	*1935-36*	*415,765*	*1,472,283*	*984,043*	*1,979,371*	*1,120,031*	*1,987,007*	*1,445,371*
	1936-37	471,770	1,521,364	1,138,214	2,037,345	1,309,762	2,047,003	1,519,105
East Indian	*1935-36*	*5,808,297*	*5,117,587*	*11,710,902*	*6,986,157*	*13,265,015*	*7,064,286*	*13,681,065*
	1936-37	6,048,450	5,002,605	12,236,868	6,890,211	13,792,841	6,965,948	14,213,610
Great Indian Peninsula — Steam	*1935-36*	*2,241,545*	*3,017,249*	*4,782,131*	*4,065,011*	*5,460,438*	*4,067,418*	*5,536,007*
	1936-37	2,381,171	2,909,112	5,234,194	3,899,421	6,015,810	3,902,615	6,102,825
Great Indian Peninsula — Electric §	*1935-36*	*267,101*	*538,275*	*571,741*	*719,304*	*653,059*	*719,548*	*665,025*
	1936-37	268,457	502,038	586,265	668,585	671,367	669,291	680,903
Madras and Southern Mahratta	*1935-36*	*782,387*	*1,123,545*	*1,771,371*	*1,605,939*	*2,046,936*	*1,623,334*	*2,088,320*
	1936-37	833,458	1,167,211	1,961,898	1,664,687	2,256,316	1,681,860	2,296,395
Nizam's State	*1935-36*	*264,216*	*268,069*	*551,697*	*379,854*	*664,862*	*386,356*	*687,537*
	1936-37	294,875	272,474	605,099	384,935	727,276	385,502	742,115
North Western	*1935-36*	*2,464,914*	*4,431,745*	*5,578,178*	*5,910,463*	*6,489,471*	*5,922,161*	*6,784,415*
	1936-37	2,739,880	4,455,540	6,103,029	5,808,581	6,955,498	5,821,431	7,189,034
South Indian	*1935-36*	*196,039*	*‡583,960*	*466,705*	*‡866,358*	*553,096*	*‡867,005*	*583,401*
	1936-37	219,955	‡606,123	496,399	‡901,817	578,561	‡902,271	604,938
TOTAL 5′ 6″ GAUGE — Steam	*1935-36*	*16,080,205*	*18,841,246*	*33,667,691*	*25,680,271*	*38,593,029*	*25,817,555*	*40,062,771*
	1936-37	16,780,056	18,860,449	35,545,484	25,563,688	40,592,362	25,709,727	41,875,856
TOTAL 5′ 6″ GAUGE — Electric§	*1935-36*	*267,101*	*538,27*	*571,741*	*719,304*	*653,059*	*719,548*	*665,025*
	1936-37	268,457	502,038	586,265	668,585	671,367	669,291	680,903
3′ 3¾″ GAUGE.								
Assam Bengal	*1935-36*	*234,050*	*423,686*	*533,915*	*499,538*	*627,951*	*500,810*	*661,519*
	1936-37	242,544	460,465	556,640	546,824	657,088	547,827	703,338
Bengal and North Western	*1935-36*	***584,523*	*875,346*	***1,102,706*	*†1,144,776*	***1,260,739*	*†1,222,188*	***1,382,671*
	1936-37	636,790	886,955	1,200,734	††1,180,103	1,368,426	††1,256,561	1,495,083
Bombay, Baroda and Central India	*1935-36*	*687,283*	*894,434*	*1,361,830*	*1,164,257*	*1,563,572*	*1,164,986*	*1,595,779*
	1936-37	754,312	868,193	1,451,753	1,131,204	1,662,858	1,131,872	1,695,178
Burma	*1935-36*	*612,191*	*641,289*	*1,166,528*	*931,235*	*1,415,779*	*933,085*	*1,541,707*
	1936-37	612,418	674,148	1,174,098	951,986	1,407,672	953,303	1,535,507

* Excluding traffic carried in departmental trains.

** Revised figures.

§ Excluding electric multiple unit suburban trains.

† Includes 64,(000) miles on account of engine power supplied by the R. & K. Rly.

Includes 65,(000) miles on account of engine power supplied by the R. & K. Rly.

Includes 70,220 & 68,927 thousands of Gross Ton miles of running power trains for 1935-36 & 1936-37 respectively.

(a) Represents actual figures of Dead weight ton miles of vehicles and Engines from April to November 1936 and March 1937 and three months figures for December 1935, and January and February 1936—figures for these three months in 1936-37 not being available due to labour unrest.

16.—*Statement of Ton Mileage of Class I Railways for the years 1935-36 and 1936-37*—concld.

(In thousands.)

Railway.	Year.	*Net or freight ton miles (goods and proportion of mixed).	Gross ton miles (excluding weight of engine and departmental).		Gross ton miles (including weight of engine but excluding departmental).		Gross ton miles (including weight of engine and departmental).	
			Passenger and proportion of mixed.	Goods and proportion of mixed.	Passenger and proportion of mixed.	Goods and proportion of mixed.	Passenger and proportion of mixed.	Goods and proportion of mixed.
1	2	3	4	5	6	7	8	9
3' 3⅜" GAUGE—*concld.*								
Eastern Bengal	*1935-36*	*248,982*	*586,861*	*587,799*	*753,096*	*678,220*	*755,647*	*695,923*
	1936-37	261,601	615,675	633,365	791,370	730,901	793,956	760,563
Jodhpur	*1935-36*	*151,142*	*209,846*	*322,330*	*268,284*	*380,795*	*268,726*	*420,909*
	1936-37	175,474	226,574	369,765	286,108	428,178	286,304	458,972
Madras and Southern Mahratta	*1935-36*	*383,759*	*594,873*	*875,415*	*849,144*	*1,096,144*	*854,364*	*1,126,977*
	1936-37	418,653	653,100	950,541	935,810	1,183,278	938,724	1,209,331
Nizam's State	*1935-36*	*82,048*	*143,754*	*168,105*	*211,278*	*202,099*	*211,618*	*215,524*
	1936-37	91,492	152,670	189,790	219,702	226,325	220,339	238,857
Rohilkund and Kumaon	*1935-36*	*94,324*	*142,376*	*172,258*	*196,154*	*209,196*	*198,189*	*234,418*
	1936-37	105,710	147,633	193,816	201,827	234,600	203,509	266,328
South Indian	*1935-36*	*274,183*	*900,008*	*628,012*	*1,277,821*	*738,392*	*1,278,398*	*801,915*
	1936-37	272,924	926,782	639,944	1,327,414	750,752	1,328,647	805,559
TOTAL 3' 3⅜" GAUGE.	*1935-36*	***3,352,485*	*5,412,473*	***6,918,898*	*7,295,583*	***8,172,887*	*7,388,011*	***8,677,342*
	1936-37	3,571,918	5,612,195	7,360,446	7,572,348	8,650,078	7,661,042	9,165,716
2' 6" & 2' 0" GAUGES.								
Bengal Nagpur	*1935-36*	*41,775*	*119,565*	*104,142*	*173,358*	*138,628*	*173,522*	*149,227*
	1936-37(*a*)	43,755	119,618	109,578	174,529	146,173	174,857	155,593
Bombay, Baroda and Central India	*1935-36*	*4,976*	*15,183*	*10,881*	*23,121*	*14,293*	*23,127*	*15,582*
	1936-37	5,957	15,904	12,597	24,028	16,536	24,041	18,048
Eastern Bengal	*1935-36*	*64*	*4,405*	*239*	*5,711*	*313*	*5,711*	*313*
	1936-37	56	4,560	186	5,928	246	5,934	246
Great Indian Peninsula	*1935-36*	*5,453*	*20,516*	*15,013*	*32,145*	*25,519*	*32,166*	*27,900*
	1936-37	6,470	17,333	16,456	27,762	26,501	27,766	29,106
North Western	*1935-36*	*19,689*	*47,814*	*54,291*	*73,798*	*84,595*	*73,961*	*88,101*
	1936-37	23,216	47,747	59,300	69,231	85,779	69,461	89,168
South Indian	*1935-36*	*1,378*	*6,885*	*3,453*	*11,729*	*5,173*	*11,730*	*5,261*
	1936-37	1,408	12,356	3,675	23,900	5,546	23,910	5,568
TOTAL 2' 6" AND 2' 0" GAUGES	*1935-36*	*73,335*	*214,368*	*188,019*	*319,862*	*268,521*	*320,217*	*286,384*
	1936-37	80,862	217,518	201,792	325,378	280,781	325,969	297,729
TOTAL CLASS I RAILWAYS Steam	*1935-36*	*** 19,506,025*	*24,468,087*	*** 40,774,608*	*33,295,716*	*** 47,034,437*	*33,525,783*	*** 49,026,497*
	1936-37	20,432,836	24,690,162	43,107,722	33,461,414	49,523,221	33,696,738	51,339,301
TOTAL CLASS I RAILWAYS Electric§	*1935-36*	*267,101*	*538,275*	*571,741*	*719,304*	*653,059*	*719,548*	*666,025*
	1936-37	268,457	502,038	586,265	668,585	671,367	669,291	680,903

(*a*) § * ** See remarks on page 118.

17.—*Statement of Train and Engine ‡ Mileage of Class I Railways for the years 1935-36 and 1936-37.*

(In thousands).

Railways.	Year.	TRAIN MILES.												
			Goods.			Mixed.						Departmental.		
		Passenger.	Main lines.	Branch lines.	Total. (Cols. 4 +5).	Passenger proportion.	Goods proportion.	Total. (Cols. 7 +8).	Passenger and proportion of mixed. (Cols. 3 +7).	Goods and proportion of mixed. (Cols. 6 +8).	Total. (Cols. 10 +11).	Passenger and total mixed.	Goods.	Total. (Cols. 13 +14).
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
5' 6" Gauge.														
Bengal Nagpur	*1935-36*	*5,533*	*4,046*	*2,819*	*6,865*	*113*	*232*	*345*	*5,646*	*7,097*	*12,743*	*36*	*418*	*454*
	1936-37	(a)5,520	(a)4,017	(a)2,755	(a) 6,772	(a)111	(a)232	(a)343	(a)5,631	(a)7,004	(a) 12,635	(a)47	(a) 401	(a) 448
Bombay, Baroda & Central India	*1935-36*	*3,583*	*1,542*	*261*	*1,803*	*280*	*578*	*858*	*3,863*	*2,381*	*6,244*	*13*	*52*	*65*
	1936-37	3,463	1,738	289	2,027	299	606	905	3,762	2,633	6,395	15	63	78
Eastern Bengal	*1935-36*	*5,245*	*1,144*	*138*	*1,282*	*152*	*117*	*269*	*5,397*	*1,399*	*6,796*	*8*	*423*	*431*
	1936-37	5,306	1,284	145	1,429	187	277	464	5,493	1,706	7,199	10	281	291
East Indian	*1935-36*	*15,297*	*9,952*	*2,160*	*12,112*	*1,326*	*265*	*1,591*	*16,623*	*12,377*	*29,000*	*172*	*720*	*892*
	1936-37	15,349	10,238	2,151	12,389	1,341	266	1,607	16,690	12,655	29,345	166	758	924
Great Indian Peninsula—Steam	*1935-36*	*9,511*	*3,903*	*1,814*	*5,717*	*692*	*258*	*950*	*10,203*	*5,975*	*16,178*	*14*	*278*	*292*
	1936-37	8,922	4,518	1,890	6,408	727	296	1,023	9,649	6,704	16,353	19	253	272
Great Indian Peninsula—Electric‡	*1935-36*	*1,544*	*566*	*Nil*	*566*	*Nil*	*Nil*	*Nil*	*1,544*	*566*	*2,110*	*1*	*33*	*34*
	1936-37	1,418	587	Nil	587	Nil	Nil	Nil	1,418	587	2,005	1	27	28
Madras & Southern Mahratta	*1935-36*	*4,033*	*1,579*	*388*	*1,967*	*133*	*220*	*353*	*4,166*	*2,187*	*6,353*	*39*	*116*	*155*
	1936-37	4,172	1,752	467	2,219	109	193	302	4,281	2,412	6,693	39	124	163
Nizam's State	*1935-36*	*692*	*557*	*Nil*	*557*	*185*	*236*	*421*	*877*	*793*	*1,670*	*1*	*78*	*79*
	1936-37	723	594	1	595	180	238	418	903	833	1,736	2	42	44
North Western	*1935-36*	*10,574*	*5,212*	*874*	*,086*	*3,973*	*1 6*	*5,839*	*14,547*	*7,952*	*22,499*	*40*	*363*	*403*
	1936-37	10,539	5,689	945	6,634	4,102	1,819	5,921	14,641	8,453	23.094	44	281	325
South Indian	*1935-36*	*2,735*	*489*	*192*	*681*	*121*	*84*	*205*	*2,856*	*765*	*3,621*	*1*	*161*	*182*
	1936-37	2,944	507	182	689	104	81	185	3,048	770	3,818	1	163	164
Total 5' 6" Gauge—Steam	*1935-36*	*57,203*	*28,424*	*8,646*	*37,070*	*6,975*	*3,856*	*10,831*	*64,178*	*40,926*	*105,104*	*324*	*2,629*	*2,953*
	1936-37	56,938	30,337	8,825	39,162	7,160	4,008	11,168	64,098	43,170	107,268	343	2,366	2,709
Total 5' 6" Gauge—Electric‡	*1935-36*	*1,544*	*566*	*Nil*	*566*	*Nil*	*Nil*	*Nil*	*1,544*	*566*	*2,110*	*1*	*33*	*34*
	1936-37	1,418	587	Nil	587	Nil	Nil	Nil	1 18	587	2,005	1	27	28
3' 3½" Gauge.														
Assam Bengal	*1935-36*	*96*	*76*	*286*	*362*	*1,655*	*1,624*	*3,279*	*1,751*	*1,986*	*3,737*	*7*	*145*	*152*
	1936-37	93	253	338	591	1,889	1,535	3,424	1,982	2,126	4,108	5	179	184
Bengal and North Western	*1935-36*	*4,272*	*1,219*	*1,079*	*2,298*	*1,053*	*723*	*1,776*	*5,325*	*3,021*	*8,346*	*13*	*425*	*438*
	1936-37	4,914	1,444	1,272	2,716	779	431	1,210	5,693	3,147	8,840	12	432	444
Bombay, Baroda & Central India	*1935-36*	*3,708*	*1,286*	*1,089*	*2,375*	*901*	*1,019*	*1,920*	*4,609*	*3,394*	*8,003*	*4*	*53*	*57*
	1936-37	3,477	1,430	1,048	2,478	910	997	1,907	4,387	3,475	7,862	2	51	53
Burma	*1935-36*	*1,304*	*1,310*	*491*	*1,801*	*2,895*	*1,249*	*4,144*	*4,199*	*3,050*	*7,249*	*14*	*340*	*354*
	1936-37	1,394	1,311	434	1,745	2,919	1,274	4,193	4,313	3,019	7,332	12	303	315

‡ Excluding electric multiple unit suburban trains.

(a) Represents actual figures from April to November 1936 and March 1937 and three months figures for December 1935 and January and February 1936—figures for these three months in 1936-37 not being available due to labour unrest.

17.—Statement of Train and Engine ‡Mileage of Class I Railways for the years 1935-36 and 1936-37. (*In thousands*)—contd.

Railways.	Year.	TRAIN MILES.												
			Goods.			Mixed.						*Departmental.*		
		Passenger.	Main lines.	Branch lines.	Total. (Cols. 4+5.)	Passenger proportion.	Goods proportion.	Total. (Cols. 7+8.)	Passenger and proportion of mixed. Cols. 3+7.)	Goods and proportion of mixed. (Cols. 6+8.)	Total. (Cols. 10+11.)	Passenger and total mixed.	Goods.	Total. (Cols. 13+14.)
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
3' 3½" Gauge—*concld.*														
Eastern Bengal	*1935-36*	*2,214*	*1,063*	*93*	*1,156*	*502*	*309*	*811*	*2,716*	*1,465*	*4,181*	*3*	*64*	*72*
	1936-37	2,380	1,191	120	1,311	494	262	756	2,874	1,573	4,447	9	81	90
Jodhpur	*1935-36*	*493*	*439*	*36*	*475*	*489*	*488*	*977*	*982*	*963*	*1,945*	*3*	*107*	*110*
	1936-37	588	527	37	564	486	472	958	1,074	1,036	2,110	1	60	61
Madras & Southern Mahratta	*1935-36*	*3,402*	*1,472*	*686*	*2,158*	*510*	*768*	*1,278*	*3,912*	*2,926*	*6,838*	*12*	*184*	*196*
	1936-37	3,882	1,683	682	2,365	436	744	1,180	4,318	3,109	7,427	14	136	150
Nizam's State	*1935-36*	*889*	*356*	*Nil*	*356*	*111*	*48*	*159*	*1,000*	*404*	*1,404*	*2*	*44*	*46*
	1936-37	1,002	412	1	413	51	40	91	1,053	453	1,506	3	43	46
Rohilkund and Kumaon	*1935-36*	*654*	*215*	*10*	*225*	*359*	*470*	*829*	*1,013*	*695*	*1,708*	*8*	*65*	*73*
	1936-37	653	283	26	309	368	461	829	1,021	770	1,791	7	76	83
South Indian	*1935-36*	*6,197*	*1,050*	*218*	*1,268*	*560*	*408*	*968*	*6,757*	*1,676*	*8,433*	*2*	*495*	*497*
	1936-37	6,975	1,037	383	1,420	409	291	700	7,384	1,711	9,095	2	494	496
Total 3' 3½" Gauge	*1935-36*	*23,229*	*8,486*	*3,988*	*12,474*	*9,035*	*7,106*	*16,141*	*32,264*	*19,580*	*51,844*	*73*	*1,922*	*1,995*
	1936-37	25,358	9,571	4,341	13,912	8,741	6,507	15,248	34,099	20,419	54,518	67	1,855	1,922
2' 6" & 2' 0" Gauges.			Total									Total		
Bengal-Nagpur	*1935-36*	*730*		*391*		*300*	*254*	*554*	*1,030*	*645*	*1,675*		*48*	
	1936-37	(a)764		(a)444		(a)288	(a)240	(a)528	(a) 1,052	(a)684	(a)1,736		(a)45	
Bombay, Baroda & Central India	*1935-36*	*106*		*5*		*173*	*114*	*287*	*279*	*119*	*398*		*6*	
	1936-37	84		6		197	129	326	281	135	416		10	
Eastern Bengal	*1935-36*	*70*		*Nil*		*34*	*6*	*40*	*104*	*6*	*110*		*Nil*	
	1936-37	86		Nil		23	5	28	109	5	114		Nil	
Great Indian Peninsula	*1935-36*	*1*		*Nil*		*237*	*216*	*453*	*238*	*216*	*454*		*17*	
	1936-37	Nil		Nil		218	210	428	218	210	428		16	
North Western	*1935-36*	*118*		*358*		*376*	*240*	*616*	*494*	*598*	*1,092*		*29*	
	1936-37	137		341		340	253	593	477	594	1,071		27	
South Indian	*1935-36*	*Nil*		*Nil*		*122*	*43*	*165*	*122*	*43*	*165*		*1*	
	1936-37	184		Nil		109	48	157	293	48	341		1	
Total 2' 6" & 2' 0" Gauges	*1935-36*	*1 025*		*754*		*1,242*	*873*	*2,115*	*2.267*	*1,627*	*3,894*		*92*	
	1936-37	1,255		791		1,175	885	2.060	2,430	1,676	4,106		99	
Total Class I Railways — Steam	*1935-36*	*81,457*		*60,298*		*17,252*	*11,835*	*29,087*	*98,709*	*62,133*	*160,842*		*5,040*	
	1936-37	83,551		53,865		17.076	11,400	28,476	100.627	65,265	165,892		4,730	
Total Class I Railways — Electric‡	*1935-36*	*1,544*		*566*		*Nil*	*Nil*	*Nil*	*1,544*	*566*	*2,110*		*34*	
	1936-37	1,418		587		Nil	Nil	Nil	1,418	587	2,005		28	

‡ Excluding electric multiple unit suburban trains.
(a) See remarks on page 120.

17.—Statement of Train and Engine ‡ Mileage of Class I

Railway.	Year.	Shunting Miles.						Other			
		Passenger and proportion of mixed.			Goods and proportion of mixed.			Passenger and proportion of mixed.			
		Shunting Engines.	Train Engines.	Total. (Cols. 18+19.)	Shunting Engines.	Train Engines.	Total. (Cols. 21+22.)	Assisting required.	Assisting not required.	Light.	Total Other. (Cols. 24+25+26.)
16	17	18	19	20	21	22	23	24	25	26	27
5′ 6″ Gauge.											
Bengal Nagpur	*1935-36*	*235*	*36*	*271*	*2,535*	*444*	*2,979*	*7*	*3*	*63*	*73*
	1936-37	(a) 235	(a)36	(a)271	(a)2,497	(a)405	(a)2,902	(a)9	(a)3	(a)73	(a)85
Bombay, Baroda & Central India	*1935-36*	*145*	*11*	*156*	*755*	*90*	*845*	*1*	*1*	*157*	*159*
	1936-37	144	12	156	775	99	874	2	2	130	134
Eastern Bengal	*1935-36*	*330*	*54*	*384*	*727*	*85*	*812*	*Nil*	*1*	*36*	*37*
	1936-37	353	48	401	801	86	887	Nil	1	40	41
East Indian	*1935-36*	*765*	*18*	*783*	*3,826*	*352*	*4,178*	*88*	*98*	*487*	*673*
	1936-37	796	18	814	3,986	342	4,328	70	98	528	696
Great Indian Peninsula—Steam	*1935-36*	*220*	*13*	*233*	*1,880*	*199*	*2,079*	*65*	*86*	*105*	*256*
	1936-37	199	12	211	1,972	202	2,174	60	74	100	234
Great Indian Peninsula—Electric‡	*1935-36*	*131*	*1*	*132*	*31*	*17*	*48*	*100*	*50*	*31*	*181*
	1936-37	153	1	154	42	12	54	98	45	29	172
Madras & Southern Mahratta	*1935-36*	*117*	*7*	*124*	*575*	*96*	*671*	*16*	*6*	*84*	*106*
	1936-37	120	8	128	639	113	752	16	7	72	95
Nizam's State	*1935-36*	*53*	*1*	*54*	*198*	*18*	*216*	*1*	*Nil*	*17*	*18*
	1936-37	59	2	61	209	18	227	1	1	18	20
North Western	*1935-36*	*914*	*92*	*1,006*	*2,031*	*429*	*2,460*	*165*	*101*	*196*	*462*
	1936-37	987	93	1,080	1,998	477	2,475	148	84	179	411
South Indian	*1935-36*	*45*	*58*	*103*	*190*	*104*	*294*	*1*	*2*	*17*	*20*
	1936-37	36	64	100	176	108	284	2	Nil	15	17
Total 5′ 6″ Gauge—Steam	*1935-36*	*2,824*	*290*	*3,114*	*12,717*	*1,817*	*14,534*	*344*	*298*	*1,162*	*1,804*
	1936-37	2,929	293	3,222	13,053	1,850	14,903	308	270	1,155	1,733
Total 5′ 6″ Gauge—Electric‡	*1935-36*	*131*	*1*	*132*	*31*	*17*	*48*	*100*	*50*	*31*	*181*
	1936-37	153	1	154	42	12	54	98	45	29	172
3′ 3¼″ Gauge.											
Assam Bengal	*1935-36*	*95*	*35*	*130*	*517*	*75*	*592*	*5*	*11*	*21*	*37*
	1936-37	107	29	136	526	74	600	9	15	25	49
Bengal and North Western	*1935-36*	*145*	*44*	*189*	*1,246*	*287*	*1,533*	*14*	*13*	*26*	*53*
	1936-37	151	53	204	1,297	333	1,630	12	12	29	53
Bombay, Baroda & Central India	*1935-36*	*208*	*49*	*257*	*837*	*125*	*962*	*10*	*14*	*33*	*57*
	1936-37	203	46	249	859	132	991	10	16	36	62
Burma	*1935-36*	*222*	*Nil*	*222*	*814*	*Nil*	*814*	*13*	*Nil*	*30*	*43*
	1936-37	227	Nil	227	809	Nil	809	11	1	35	47

‡ Excluding electric multiple unit suburban trains.
(a) See remarks on page 120.

Railways for the years 1935-36 and 1936-37 (In thousands)—contd.

Engine Miles.									Total Engine Miles.			
Goods and proportion of mixed.					Departmental (including shunting and departmental sidings)			Total Departmental. (Cols. 15+33+35.)	Traffic Engine Miles.			Railway.
Assisting required.	Assisting not required.	Light.	Siding.	Total Other. (Cols. 28+29+30+31.)	Passenger and total Mixed.	Goods Engs.	Total Goods.		Passenger and proportion of mixed. (Columns 10+20+27.)	Goods & proportion of mixed. (Columns 11+23+32.)	Total including Departmental. (Columns 36+37+38.)	
28	29	30	31	32	33	34	35	36	37	38	39	40
												5′ 6″ Gauge.
365	*142*	*614*	*277*	*1,398*	*9*	*29*	*432*	*895*	*5,990*	*11,474*	*18,359*	Bengal Nagpur.
(a) 333	(a) 137	(a) 593	(a) 284	(a)1,347	(a) 10	(a) 29	(a) 412	(a) 870	(a)5,987	(a) 11,253	(a)18,110	
Nil	*3*	*57*	*19*	*79*	*3*	*13*	*244*	*312*	*4,178*	*3,305*	*7,795*	Bombay, Baroda & Central India.
Nil	2	60	13	75	4	16	256	338	4,052	3,582	7,972	
5	*10*	*47*	*175*	*237*	*52*	*94*	*122*	*605*	*5,818*	*2,448*	*8,871*	Eastern Bengal.
6	17	62	182	267	67	92	115	473	5,935	2,860	9,268	
86	*150*	*954*	*1,333*	*2,523*	*99*	*78*	*872*	*1,863*	*18,079*	*19,078*	*39,020*	East Indian.
59	137	958	1,393	2,547	97	71	888	1,909	18,200	19,530	39,639	
100	*83*	*192*	*39*	*414*	*6*	*39*	*222*	*520*	*10,692*	*8,468*	*19,650*	Steam — Great Indian Peninsula.
126	89	234	42	491	7	40	225	504	10,094	9,369	19,967	
72	*Nil*	*25*	*Nil*	*97*	*Nil*	*15*	*30*	*64*	*1,857*	*711*	*2,632*	‡ Electric — Great Indian Peninsula.
76	Nil	31	Nil	107	1	12	27	56	1,744	748	2,548	
43	*16*	*107*	*9*	*175*	*5*	*26*	*157*	*317*	*4,396*	*3,033*	*7,746*	Madras & Southern Mahratta.
38	18	100	16	172	4	26	162	329	4,804	3,336	8,169	
Nil	*1*	*56*	*Nil*	*57*	*Nil*	*15*	*90*	*169*	*949*	*1,066*	*2,184*	Nizam's State.
4	1	72	Nil	77	Nil	9	137	181	984	1,137	2,302	
216	*34*	*499*	*79*	*828*	*45*	*44*	*677*	*1,125*	*16,015*	*11,240*	*28,380*	North Western.
155	45	481	73	754	48	31	638	1,011	16,132	11,682	28,825	
22	*9*	*44*	*3*	*78*	*26*	*21*	*41*	*249*	*2,979*	*1,137*	*4,365*	South Indian.
20	3	31	3	57	21	21	38	223	3,165	1,111	4,499	
837	*448*	*2,570*	*1,934*	*5,789*	*245*	*359*	*2,357*	*6,055*	*69,096*	*61,249*	*136,400*	Steam — Total 5′ 6″ Gauge.
741	449	2,591	2,006	5,787	258	335	2,871	5,838	69,053	63,860	138,751	
72	*Nil*	*25*	*Nil*	*97*	*Nil*	*15*	*30*	*64*	*1,857*	*711*	*2,632*	‡ Electric — Total 5′ 6″ Gauge.
76	Nil	31	Nil	107	1	12	27	56	1,744	748	2,548	
												3′ 3¾″ Gauge.
25	*41*	*36*	*2*	*104*	*2*	*16*	*52*	*206*	*1,918*	*2,682*	*4,806*	Assam Bengal.
33	42	39	100	214	2	19	53	239	2,167	2,940	5,346	
27	*57*	*50*	*Nil*	*134*	*139*	*17*	*182*	*759*	*5,567*	*4,688*	*11,014*	Bengal and North Western.
29	46	66	Nil	141	127	15	166	737	5,950	4,918	11,605	
10	*38*	*69*	*20*	*137*	*Nil*	*3*	*299*	*356*	*4,923*	*4,493*	*9,772*	Bombay, Baroda & Central India.
14	43	71	21	149	1	3	291	345	4,698	4,615	9,658	
12	*Nil*	*177*	*292*	*481*	*Nil*	*Nil*	*134*	*488*	*4,464*	*4,345*	*9,297*	Burma.
11	1	142	320	474	Nil	Nil	164	479	4,587	4,302	9,368	

(a) See remarks on page 120.

17.—Statement of Train and Engine ‡Mileage of Class I

Railway.	Year.	Shunting Miles.						Other
		Passenger and proportion of mixed.			Goods and proportion of mixed.			Passenger and proportion of mixed.
		Shunting Engines.	Train Engines.	Total. (Cols. 18 +19.)	Shunting Engines.	Train Engines.	Total. (Cols. 21 +22.)	Assisting required.
16	17	18	19	20	21	22	23	24
3′ 3½″ Gauge—*concld.*								
Eastern Bengal	*1935-36*	*192*	*14*	*206*	*513*	*91*	*604*	*Nil*
	1936-37	197	14	211	565	90	655	Nil
Jodhpur	*1935-36*	*28*	*59*	*87*	*212*	*72*	*284*	*3*
	1936-37	25	79	104	191	96	287	2
Madras and Southern Mahratta	*1935-36*	*87*	*7*	*94*	*589*	*70*	*659*	*17*
	1936-37	95	8	103	647	83	730	19
Nizam's State	*1935-36*	*25*	*6*	*31*	*87*	*5*	*92*	*3*
	1936-37	26	6	32	98	5	103	1
Rohilkund and Kumaon	*1935-36*	*44*	*Nil*	*44*	*237*	*10*	*247*	*12*
	1936-37	47	Nil	47	255	14	269	13
South Indian	*1935-36*	*107*	*109*	*216*	*289*	*249*	*538*	*3*
	1936-37	100	135	235	298	245	543	8
Total 3′ 3½″ Gauge	*1935-36*	*1,153*	*323*	*1,476*	*5,341*	*984*	*6,325*	*80*
	1936-37	1,178	370	1,548	5,545	1,072	6,617	85

Railway.	Year.	Shunting Miles (all classes).			Other			
		Shunting Engines.	Train Engines.	Total.	Passenger and proportion of mixed.			
					Assisting not required.	Light.	Total Other. (Cols. 24+ 25+26.)	
16	17				25	26	27	
2′ 6″ & 2′ 0″ Gauges.								
Bengal-Nagpur	*1935-36*	*280*	*112*	*392*				
	1936-37	(a) 280	(a) 112	(a) 392				
Bombay, Baroda and Central India	*1935-36*	*Nil*	*36*	*36*				
	1936-37	Nil	39	39				
Eastern Bengal	*1935-36*	*Nil*	*Nil*	*Nil*				
	1936-37	Nil	Nil	Nil				
Great Indian Peninsula	*1935-36*	*30*	*9*	*39*				
	1936-37	27	10	37				
North Western	*1935-36*	*101*	*44*	*145*				
	1936-37	100	45	145				
South Indian	*1935-36*	*Nil*	*7*	*7*				
	1936-37	Nil	9	9				
Total 2′ 6″ and 2′ 0″ Gauges	*1935-36*	*411*	*208*	*619*				
	1936-37	407	215	622				
Total Class I Railways — Steam	*1935-36*	*22,446*	*3,622*	*26,068*				*
	1936-37	23,112	3,800	26,912				*
Total Class I Railways — Electric‡	*1935-36*	*131*	*1*	*132*	*31*	*17*	*48*	*100*
	1936-37	153	1	154	42	12	54	98

Railway.	Year.	Other			
		Goods and proportion of mixed.			
		Assisting required.	Assisting not required.	Light.	Total Other. (Cols. 28+ 29+30.)
16	17	28	29	30	31
3′ 3½″ Gauge—*concld.*					
Eastern Bengal	*1935-36*	*Nil*	*2*	*10*	*12*
	1936-37	Nil	1	18	19
Jodhpur	*1935-36*	*3*	*6*	*7*	*16*
	1936-37	2	6	6	14
Madras and Southern Mahratta	*1935-36*	*17*	*10*	*43*	*70*
	1936-37	19	10	45	74
Nizam's State	*1935-36*	*3*	*2*	*21*	*26*
	1936-37	1	2	24	27
Rohilkund and Kumaon	*1935-36*	*12*	*8*	*17*	*37*
	1936-37	13	7	18	38
South Indian	*1935-36*	*3*	*3*	*10*	*16*
	1936-37	8	6	28	42
Total 3′ 3½″ Gauge	*1935-36*	*80*	*69*	*218*	*367*
	1936-37	85	76	264	425
2′ 6″ & 2′ 0″ Gauges.					
Bengal-Nagpur	*1935-36*				
	1936-37				
Bombay, Baroda and Central India	*1935-36*				
	1936-37				
Eastern Bengal	*1935-36*				
	1936-37				
Great Indian Peninsula	*1935-36*				
	1936-37				
North Western	*1935-36*				
	1936-37				
South Indian	*1935-36*				
	1936-37				
Total 2′ 6″ and 2′ 0″ Gauges	*1935-36*				
	1936-37				
Total Class I Railways — Steam	*1935-36*				
	1936-37				
Total Class I Railways — Electric‡	*1935-36*	*17*	*50*	*32*	*131*
	1936-37	29	45	29	172

‡Excluding electric multiple unit suburban trains.
* Included in column 32.
(a) See remarks on page 120.

Railways for the years 1935-36 and 1936-37 (In thousands)—concld.

Engine Miles.									Total Engine Miles.			
Goods and proportion of mixed					Departmental (including shunting and departmental sidings).			Total Departmental. (Cols. 15+33+35.)	Traffic Engine Miles.			Railway.
Assisting required.	Assisting not required.	Light.	Siding.	Total Other (Cols. 28+29+30+31.)	Passenger and total Mixed.	Goods Engg.	Total Goods.		Passenger and proportion of mixed. (Columns 10+20+27.)	Goods & proportion of mixed. (Columns 11+23+32.)	Total including Departmental. (Columns 36+37+38.)	
28	29	30	31	32	33	34	35	36	37	38	39	40
												3′ 3½″ Gauge—*concld.*
Nil	*4*	*9*	*26*	*39*	*3*	*11*	*38*	*113*	*2,934*	*2,108*	*5,155*	Eastern Bengal.
Nil	5	22	30	57	3	9	35	128	3,104	2,285	5,517	
7	*4*	*18*	*7*	*36*	*Nil*	*7*	*105*	*215*	*1,085*	*1,283*	*2,583*	Jodhpur.
5	2	22	7	36	1	4	107	169	1,192	1,359	2,720	
80	*76*	*111*	*2*	*269*	*2*	*23*	*117*	*515*	*4,076*	*3,854*	*8,245*	Madras & Southern Mahratta.
99	59	132	3	293	3	17	122	275	4,495	4,132	8,902	
1	*1*	*35*	*Nil*	*37*	*1*	*8*	*76*	*123*	*1,057*	*533*	*1,713*	Nizam's State.
1	2	48	Nil	51	Nil	7	102	148	1,112	607	1,867	
10	*5*	*11*	*3*	*29*	*13*	*2*	*79*	*165*	*1,094*	*971*	*2,230*	Rohilkund and Kumaon.
9	5	13	3	30	12	2	81	176	1,106	1,069	2,351	
24	*2*	*12*	*26*	*64*	*49*	*47*	*84*	*630*	*6,989*	*2,278*	*9,897*	South Indian.
24	2	14	30	70	35	44	68	599	7,661	2,324	10,584	
196	*228*	*528*	*378*	*1,330*	*209*	*134*	*1,166*	*3,370*	*24,107*	*27,235*	*64,712*	Total 3′ 3½″ Gauge.
225	207	569	514	1,515	184	120	1,189	3,295	36,072	28,551	67,918	
			Total § Other Engine Miles.		Total other Departmental.							2′ 6″ & 2′ 0″ Gauges.
			27				*23*	*71*	*1,163*	*931*	*2,165*	Bengal Nagpur.
			(a) 28				(a)24	(a)69	(a)1,185	(a)971	(a)2,225	
			6				*2*	*8*	*321*	*119*	*448*	Bombay, Baroda & Central India.
			15				2	12	335	135	482	
			Nil				*Nil*	*Nil*	*104*	*6*	*110*	Eastern Bengal.
			Nil				Nil	Nil	109	5	114	
			Nil				*2*	*19*	*248*	*245*	*512*	Great Indian Peninsula.
			Nil				1	17	227	238	482	
			59				*12*	*32*	*667*	*729*	*1,323*	North Western.
			52				10	37	538	730	1,305	
			Nil				*Nil*	*1*	*125*	*47*	*173*	South Indian.
			Nil				Nil	1	298	52	351	
			92				*39*	*131*	*2,628*	*2,077*	*4,736*	Total 2′ 6″ & 2′ 0″ Gauges.
			95				37	136	2,692	2,131	4,959	
				9,382				*9,556*	*105,731*	*90,661*	*205,848*	Steam
				9,555				9,269	107,817	94,542	211,628	Total Class Railways.
72	*Nil*	*25*	*Nil*	*97*	*Nil*	*15*	*30*	*64*	*1,857*	*711*	*2,632*	Electric ‡
76	Nil	31	Nil	107	1	12	27	56	1,744	748	2,548	

§ "Other" includes Assisting required, Assisting not required, Light and Siding.

(a) See remarks on page 120.

18.—Statement of Engine hours of Class I Railways

Railway.	Year.	Passenger trains.	Mixed trains.			Goods trains.			Traffic Shunting.	
			Passenger proportion.	Goods proportion.	Total. (Columns 4+5.)	Main Line.	Branch Line.	Total. (Columns 7+8.)	Passenger and proportion of mixed.	Goods and proportion of mixed.
1	2	3	4	5	6	7	8	9	10	11
5′ 6″ Gauge.										
Bengal Nagpur	*1935-36*	*255,2*	*8,5*	*17,4*	*25,9*	*319,3*	*241,2*	*560,5*	*54,1*	*595,8*
	1936-37	252,0	8,3	17,5	25,8	309,3	229,8	539,1	54,2	580,5
Bombay, Baroda and Central India.	*1935-36*	*147,8*	*18,4*	*40,0*	*58,4*	*119,8*	*22,7*	*142,5*	*31,4*	*168,8*
	1936-37	140,9	19,4	41,1	60,5	135,5	25,7	161,2	31,2	174,8
Eastern Bengal	*1935-36*	*245,5*	*12,0*	*9,5*	*21,5*	*100,6*	*16,1*	*116,7*	*76,7*	*162,5*
	1936-37	247,0	15,7	23,4	39,1	113,2	17,3	130,5	80,3	177,6
East Indian	*1935-36*	*624,6*	*70,6*	*14,7*	*85,3*	*860,6*	*245,8*	*1,106,4*	*156,7*	*835,6*
	1936-37	612,6	70,8	14,6	85,4	919,5	253,8	1,173,3	162,8	865,5
Great Indian Peninsula	*1935-36*	*436,2*	*39,3*	*17,2*	*56,5*	*322,5*	*142,5*	*465,0*	*73,0*	*426,6*
	1936-37	400,3	40,7	19,1	59,8	340,9	144,1	485,0	73,2	447,4
Madras and Southern Mahratta	*1935-36*	*188,3*	*9,8*	*16,2*	*26,0*	*131,8*	*37,5*	*169,3*	*24,7*	*134,3*
	1936-37	192,8	8,2	14,5	22,7	153,2	43,2	196,4	25,5	150,4
Nizam's State	*1935-36*	*29,4*	*11,0*	*14,1*	*25,1*	*46,7*	Nil	*46,7*	*10,8*	*43,3*
	1936-37	28,8	10,7	14,3	25,0	49,0	1	49,1	12,3	45,3
North Western	*1935-36*	*459,8*	*234,9*	*125,8*	*360,7*	*478,3*	*87,1*	*565,4*	*201,1*	*492,0*
	1936-37	456,0	237,4	123,4	360,8	514,8	92,6	607,4	215,9	495,1
South Indian	*1935-36*	*138,0*	*8,3*	*6,5*	*14,8*	*41,3*	*15,9*	*57,2*	*20,6*	*53,9*
	1936-37	143,3	6,9	5,8	12,7	43,1	15,3	58,4	20,0	56,9
Total 5′ 6″ Gauge	*1935-36*	*2,524,8*	*412,8*	*261,4*	*674,2*	*2,420,9*	*808,8*	*3,229,7*	*649,1*	*2,917,3*
	1936-37	2,472,7	418,1	273,7	691,8	2,578,5	821,9	3,400,4	675,4	2,993,5
3′ 3½″ Gauge.										
Assam Bengal	*1935-36*	*5,2*	*126,1*	*123,9*	*250,0*	*8,6*	*25,1*	*33,7*	*26,0*	*118,4*
	1936-37	5,2	133,6	108,8	242,4	19,5	30,1	49,6	27,2	120,0
Bengal and North Western	*1935-36*	*251,5*	*81,4*	*55,7*	*137,1*	*112,0*	*97,6*	*209,6*	*36,4*	*306,0*
	1936-37	279,3	59,9	32,9	92,8	125,0	114,2	239,2	39,4	325,2
Bombay, Baroda and Central India.	*1935-36*	*196,3*	*62,2*	*71,4*	*133,6*	*103,7*	*93,1*	*196,8*	*51,4*	*192,5*
	1936-37	182,2	62,6	69,3	131,9	118,7	94,2	212,9	49,9	198,3
Burma	*1935-36*	*62,4*	*172,4*	*85,4*	*257,8*	*111,9*	*41,8*	*153,7*	*44,5*	*162,9*
	1936-37	64,5	173,8	86,3	260,1	113,7	37,9	151,6	45,5	161,9

for the years 1935-36 and 1936-37 (In hundreds).

Service.					Departmental Engine hours.			Total Engine hours. (Columns 15 + 16 + 19.)	Percentage of train Engine hours to total Engine hours.		Railway.
†Other Hours.			Total.								
Passenger and proportion of mixed.	Goods and proportion of mixed.	Siding Engine Hours.	Passenger and proportion of mixed. (Columns 3+4+10+12.)	Goods and proportion of mixed. (Columns 5+9+11+13+14.)	Passenger and total mixed.	Goods.	Total. (Columns 17 + 18.)		Passenger train Engine Hours to Total Pass. Engine Hours (including proportion of mixed).	Goods train Engine Hours to Total Goods Engine Hours (including proportion of mixed).	
12	13	14	15	16	17	18	19	20	21	22	23
											5′ 6″ Gauge.
68,6	*231,1*	*39,6*	*336,4*	*1,444,4*	*3,7*	*109,9*	*113,6*	*1,944,4*	*68*	*37*	Bengal-Nagpur.
66,4	222,5	40,5	330,9	1,400,1	4,5	103,3	107,8	1,888,8	68	37	
55,1	*40,9*	*2,7*	*252,7*	*394,9*	*2,6*	*45,0*	*47,6*	*695,2*	*65*	*41*	Bombay, Baroda and Central India.
44,1	46,7	1,9	235,6	425,7	2,7	45,1	47,8	709,1	67	43	
99,8	*31,9*	*25,9*	*434,0*	*345,6*	*8,0*	*68,3*	*76,3*	*855,9*	*53*	*30*	Eastern Bengal.
99,0	40,0	25,9	442,0	397,4	11,9	49,7	61,6	901,0	58	34	
257,2	*289,7*	*190,4*	*1,109,1*	*2,436,8*	*31,4*	*223,3*	*254,7*	*3,800,6*	*61*	*42*	East Indian.
261,0	295,8	199,0	1,107,2	2,548,2	30,2	228,4	258,6	3,914,0	60	43	
108,9	*179,2*	*5,6*	*657,4*	*1,093,6*	*7,7*	*71,6*	*79,3*	*1,830,3*	*72*	*41*	Great Indian Peninsula.
101,7	188,3	6,0	615,9	1,145,8	8,0	63,6	71,6	1,833,3	71	42	
76,6	*64,2*	*1,2*	*299,4*	*385,2*	*4,7*	*34,0*	*38,7*	*723,3*	*65*	*44*	Madras and Southern Mahratta.
82,1	70,7	2,3	308,6	434,3	4,6	35,9	40,5	783,4	64	45	
12,8	*16,8*	*Nil*	*64,0*	*120,9*	*1*	*23,1*	*23,2*	*208,1*	*63*	*42*	Nizam's State.
11,1	19,2	Nil	62,9	127,9	1	28,4	28,5	219,3	63	41	
165,1	*159,1*	*11,2*	*1,060,9*	1,353,5	*12,8*	*136,3*	*149,1*	*2,563,5*	*65*	*46*	North Western.
166,2	151,2	10,5	1,074,5	1,387,6	14,2	127,3	141,5	2,603,6	64	48	
60,5	*27,5*	*4*	*227,4*	*150,5*	*5,7*	*30,0*	*35,7*	*413,6*	*63*	*35*	South Indian.
68,8	24,6	5	239,0	146,2	4,9	27,7	32,6	417,8	62	37	
904,6	*1,040,4*	*276,1*	*4,491,3*	*7,725,4*	*76,7*	*741,5*	*818,2*	*13,034,9*			Total 5′ 6″ Gauge.
900,4	1,059,0	286,6	4,466,6	8,013,2	81,1	709,4	790,5	13,270,3			
											3′ 3¾″ Gauge.
34,5	*42,7*	4	*191,8*	*319,1*	*8*	*23,6*	*24,4*	*535,3*	*68*	*46*	Assam Bengal.
34,1	40,1	14,2	200,1	332,7	6	27,6	28,2	561,0	69	44	
66,2	*63,7*	*Nil*	*435,5*	*635,0*	*27,0*	*84,8*	*111,8*	*1,182,3*	*72*	*37*	Bengal and North Western.
71,1	61,2	Nil	449,7	658,5	25,4	82,3	107,7	1,215,9	71	37	
57,3	*58,3*	*2,9*	*367,2*	*521,9*	*3*	*57,6*	*57,9*	*947,0*	*70*	*46*	Bombay, Baroda and Central India.
57,2	60,5	3,0	351,9	544,0	2	57,6	57,8	953,7	70	47	
64,0	*40,7*	*41,8*	*343,3*	*484,5*	*1,0*	*50,3*	*51,3*	*879,6*	*68*	*45*	Burma.
55,6	38,4	45,7	339,4	483,9	1,3	60,3	61,6	884,9	70	44	

† "Other" includes Assisting required, Assisting not required, Light and Siding engine hours.

18.—Statement of Engine hours of Class I Railways

Railway.	Year.	Passenger trains.	Mixed trains.			Goods trains.			Traffic Shunting.	
			Passenger proportion.	Goods proportion.	Total. (Columns 4+5.)	Main Lines.	Branch Lines.	Total. (Columns 7 + 8.)	Passenger and proportion of mixed.	Goods and proportion of mixed.
1	2	3	4	5	6	7	8	9	10	11
3′ 3½″ Gauge—concld.										
Eastern Bengal	*1935-36*	*125,2*	*38,4*	*23,6*	*62,0*	*92,9*	*10,2*	*103,1*	*41,3*	*120,9*
	1936-37	131,7	36,0	19,1	55,1	104,8	11,9	116,7	42,3	131,0
Jodhpur	*1935-36*	*25,1*	*35,0*	*34,9*	*69,9*	*42,7*	*3,7*	*46,4*	*17,3*	*56,9*
	1936-37	30,0	34,8	33,8	68,6	51,0	3,9	54,9	20,8	57,5
Madras and Southern Mahratta	*1935-36*	*178,1*	*39,9*	*60,1*	*100,0*	*135,9*	*65,0*	*200,9*	*18,7*	*131,9*
	1936-37	200,9	34,3	58,7	93,0	158,1	67,1	225,2	20,5	146,2
Nizam's State	*1935-36*	*44,1*	*7,5*	*3,2*	*10,7*	*35,1*	*Nil*	*35,1*	*6,2*	*18,3*
	1936-37	49,1	3,9	3,1	7,0	38,7	2	38,9	6,4	20,6
Rohilkund and Kumaon	*1935-36*	*36,9*	*27,6*	*36,1*	*63,6*	*21,7*	*8*	*22,5*	*3,8*	*49,4*
	1936-37	37,9	28,1	35,3	63,4	30,3	2,5	32,8	9,3	53,7
South Indian	*1935-36*	*336,3*	*44,2*	*31,3*	*75,5*	*91,8*	*21,6*	*113,4*	*43,3*	*107,6*
	1936-37	378,3	32,3	22,1	54,4	92,2	37,4	129,6	46,9	108,7
Total 3′ 3½″ Gauge	*1935-36*	*1,261,1*	*634,6*	*625,6*	*1,160,2*	*756,3*	*358,9*	*1,115,2*	*293,9*	*1,264,7*
	1936-37	1,359,1	599,3	469,4	1,068,7	852,0	399,4	1,251,4	308,2	1,323,1
2′ 6″ & 2′ 0″ Gauges.			Total.			Total.			Total.	
Bengal Nagpur	*1935-36*	*48,7*			*49,7*			*40,7*	*78,3*	
	1936-37	50,9			47,1			45,5	78,3	
Bombay, Baroda and Central India.	*1935-36*	*7,4*			*26,7*			*5*	*7,1*	
	1936-37	5,8			29,7			8	7,9	
Eastern Bengal	*1935-36*	*6,5*			*3,9*			*Nil*	*Nil*	
	1936-37	7,6			2,6			Nil	Nil	
Great Indian Peninsula	*1935-36*	*1*			*32,4*			*Nil*	*3,1*	
	1936-37	Nil			30,5			Nil	7,7	
North Western	*1935-36*	*11,9*			*53,6*			*44,5*	*28,9*	
	1936-37	13,6			52,9			41,4	28,1	
South Indian	*1935-36*	*Nil*			*12,7*			*Nil*	*1,5*	
	1936-37	14,3			12,2			Nil	1,9	
Total 2′ 6″ & 2′ 0″ Gauges	*1935-36*	*74,6*			*179,0*			*85,7*	*123,9*	
	1936-37	92,2			175,0			87,7	124,9	
Total Class I Railways	*1935-36*	*3,860,5*			*2,013,4*			*4,430,6*	*5,249,4*	
	1936-37	3,924,0			1,935,5			4,739,5	5,425,1	

for the years 1935-36 and 1936-37 (In hundreds)—concld.

Service.					Departmental Engine hours.			Total Engine hours. (Columns 15 + 16 + 19.)	Percentage of train Engine hours to Total Engine hours.		Railway.
† Other Hours.			Total.								
Passenger and proportion of mixed.	Goods and proportion of mixed.	Siding Engine Hours.	Passenger and proportion of mixed. (Columns 3 + 4 + 10 + 12.)	Goods and proportion of mixed. (Columns 5 + 9 + 11 + 13 + 14.)	Passenger and total mixed.	Goods.	Total. (Columns 17 + 18.)		Passenger train Engine Hours to Total Pass. Engine Hours (including proportion of mixed).	Goods train Engine Hours to Total Goods Engine Hours (including proportion of mixed).	
12	13	14	15	16	17	18	19	20	21	22	23
											3′ 3½″ Gauge—*concld.*
44,8	*21,8*	*3,7*	*249,7*	*273,1*	*2,0*	*14,5*	*16,5*	*539,3*	*65*	*44*	Eastern Bengal.
49,6	21,4	4,4	259,6	292,6	2,0	16,4	18,4	570,6	64	44	
33,2	*47,0*	*1,0*	*110,6*	*186,2*	*4*	*32,0*	*32,4*	*329,2*	*54*	*37*	Jodhpur.
31,5	43,5	1,0	117,1	190,7	2	27,5	27,7	335,5	55	41	
43,5	*67,0*	*2*	*280,2*	*460,1*	*1,8*	*34,0*	*35,8*	*776,1*	*77*	*53*	Madras & Southern Mahratta.
51,4	73,8	5	307,1	504,4	2,1	28,8	30,9	842,4	76	53	
16,1	*11,3*	*Nil*	*73,9*	*67,9*	*4*	*16,7*	*17,1*	*158,9*	*69*	*45*	Nizam's State.
16,8	17,0	Nil	76,2	79,6	4	22,9	23,3	179,1	69	41	
11,2	*9,5*	*5*	*84,4*	*118,0*	*2,7*	*25,9*	*28,6*	*231,0*	*74*	*41*	Rohilkund and Kumaon.
12,2	12,8	5	87,5	135,1	2,6	25,8	28,4	251,0	73	42	
172,1	*42,5*	*3,7*	*595,9*	*298,4*	*11,5*	*76,0*	*87,5*	*931,3*	*63*	*39*	South Indian.
166,6	39,5	4,3	624,1	304,2	8,4	74,8	83,2	1,011,5	65	40	
542,9	*404,5*	*54,2*	*2,732,5*	*3,364,2*	*47,9*	*415,9*	*463,8*	*6,560,5*			Total 3′ 3½″ Gauge.
546,1	408,2	73,6	2,812,7	3,525,7	43,2	424,0	467,2	6,805,6			
Total.					Total.						2′ 6″ & 2′ 0″ Gauges.
25,4							*9,7*	*252,5*			Bengal Nagpur.
27,4							9,5	258,7			
15,2							*1,0*	*57,9*			Bombay, Baroda and Central India.
17,0							1,5	62,7			
8,2							Nil	*18,6*			Eastern Bengal.
7,3							*Nil*	17,5			
4,6							*2,3*	*47,5*			Great Indian Peninsula.
4,7							2,3	45,2			
19,6							*4,3*	*162,8*			North Western.
18,8							4,9	160,7			
8,6							*1*	*22,9*			South Indian.
9,3							*1*	37,8			
81,6							*17,4*	*562,2*			Total 2′ 6″ and 2′ Gauges.
84,5							18,3	582,6			
3,304,3							*1,299,4*	*20,157,6*			Total Class I Railways.
3,358,4							1,276,0	20,658,5			

† "Other" includes Assisting required, Assisting not required Light and Siding engine hours.

19.—*Statement of vehicle and wagon Miles (in terms of four-wheelers) of Class I*

Railway.	Year.	PASSENGER TRAINS.			MIXED TRAINS. (PASSENGER PROPORTION.)			TOTAL PASSENGER AND PROPORTION OF MIXED.			GOODS AND
		Coaching Vehicles.	Other Vehicles.	Total (Cols. 3 +4.)	Coaching Vehicles.	Other Vehicles.	Total (Cols. 6 +7.)	Coaching Vehicles. (Cols. 3+6)	Other Vehicles. (Cols. 4+7.)	Total (Cols. 9 +10.)	Goods.
											Main Lines.
											Loaded.
1	2	3	4	5	6	7	8	9	10	11	12
5′ 6″ Gauge.											
Bengal-Nagpur	*1935-36*	*83,669*	*2,518*	*86,087*	*2,386*	*31*	*2,417*	*85,955*	*2,549*	*88,504*	*117,747*
	1936-37	(a)84,271	(a)2,514	(a)86,785	(a)2,252	(a)32	(a)2,284	(a)86,523	(a)2,546	(a)89,069	(a)116,549
Bombay, Baroda and Central India.	*1935-36*	*47,958*	*10,987*	*58,945*	*6,895*	*886*	*7,781*	*54,853*	*11,873*	*66,723*	*60,861*
	1936-37	48,156	11,107	59,263	7,190	800	7,990	55,346	11,907	67,253	66,813
Eastern Bengal	*1935-36*	*78,264*	*5,348*	*83,612*	*2,610*	*Nil*	*2,610*	*80,874*	*5,348*	*86,222*	*37,756*
	1936-37	80,084	5,002	85,086	3,102	Nil	3,102	83,186	5,002	88,188	42,963
East Indian	*1935-36*	*254,289*	*9,970*	*264,259*	*19,418*	*367*	*19,785*	*273,707*	*10,337*	*284,044*	*349,560*
	1936-37	247,398	10,489	257,887	18,932	372	19,304	266,330	10,861	277,191	365,387
Great Indian Peninsula	*1935-36*	*160,530*	*4,245*	*173,775*	*12,144*	*Nil*	*12,144*	*181,674*	*4,245*	*185,919*	*168,849*
	1936-37	160,065	4,625	164,690	12,817	Nil	12,817	172,882	4,625	177,507	180,586
Madras and Southern Mahratta.	*1935-36*	*52,617*	*1,549*	*54,166*	*2,335*	*16*	*2,351*	*54,952*	*1,565*	*56,517*	*54,056*
	1936-37	54,160	987	55,147	1,869	20	1,889	56,029	1,007	57,036	58,822
Nizam's State	*1935-36*	*10,113*	*214*	*10,327*	*3,465*	*80*	*3,545*	*13,578*	*294*	*13,872*	*17,361*
	1936-37	10,302	242	10,544	3,422	63	3,485	13,724	305	14,029	18,728
North Western	*1935-36*	*182,592*	*7,971*	*190,563*	*64,597*	*1,038*	*65,635*	*247,189*	*9,009*	*256,198*	*202,314*
	1936-37	184,105	8,718	192,823	64,343	938	65,281	248,448	9,656	258,104	217,014
South Indian	*1935-36*	*32,360*	*343*	*32,703*	*1,635*	*Nil*	*1,635*	*33,995*	*343*	*34,338*	*14,694*
	1936-37	33,806	345	34,151	1,440	Nil	1,440	35,246	345	35,591	15,634
Total 5′ 6″ Gauge	*1935-36*	*911,292*	*43,145*	*954,437*	*115,485*	*2,418*	*117,903*	*1,026,777*	*45,563*	*1,072,340*	*1,023,198*
	1936-37	902,347	44,029	946,376	115,367	2,225	117,592	1,017,714	46,254	1,063,968	1,082,496
3′ 3½″ Gauge.											
Assam Bengal	*1935-36*	*404*	*23*	*427*	*41,086*	*3,169*	*44,255*	*41,490*	*3,192*	*44,682*	*1,457*
	1936-37	432	23	455	44,722	2,960	47,682	45,154	2,983	48,137	5,226
Bengal and North Western.	*1935-36*	*68,612*	*828*	*69,440*	*18,576*	*141*	*18,719*	*87,190*	*969*	*88,159*	*44,279*
	1936-37	76,378	738	77,116	13,246	58	13,304	89,624	796	90,420	50,928
Bombay, Baroda and Central India.	*1935-36*	*58,646*	*4,667*	*63,313*	*23,484*	*1,122*	*24,606*	*82,130*	*5,789*	*87,919*	*45,914*
	1936-37	55,812	4,601	60,413	23,513	1,154	24,697	79,355	5,755	85,110	50,311
Burma.	*1935-36*	*23,429*	*295*	*23,724*	*46,325*	*999*	*47,324*	*69,754*	*1,294*	*71,048*	*51,747*
	1936-37	25,317	267	25,584	47,264	1,192	48,456	2,581	1,459	74,040	51,584

Railway.	Year.	GOODS AND Goods. *Main Lines.*		
		Total.	Percentage loaded of total.	
1	2	13	14	
5′ 6″ Gauge.				
Bengal-Nagpur	*1935-36*	*168,706*	*69·8*	
	1936-37	(a)167,031	(a)69·8	
Bombay, Baroda and Central India.	*1935-36*	*83,438*	*72·9*	
	1936-37	92,074	72·6	
Eastern Bengal	*1935-36*	*52,089*	*72·5*	
	1936-37	59,777	71·9	
East Indian	*1935-36*	*542,387*	*64·5*	
	1936-37	565,743	64·6	
Great Indian Peninsula	*1935-36*	*222,034*	*76·0*	
	1936-37	250,407	72·1	
Madras and Southern Mahratta.	*1935-36*	*80,846*	*66·9*	
	1936-37	86,536	68·0	
Nizam's State	*1935-36*	*25,560*	*67·9*	
	1936-37	27,577	67·9	
North Western	*1935-36*	*274,318*	*73·8*	
	1936-37	299,710	72·4	
South Indian	*1935-36*	*18,911*	*77·7*	
	1936-37	19,627	79·7	
Total 5′ 6″ Gauge	*1935-36*	*1,468,339*	*69·7*	
	1936-37	1,568,482	69·0	
3′ 3½″ Gauge.				
Assam Bengal	*1935-36*	*2,186*	*66·7*	
	1936-37	8,416	62·1	
Bengal and North Western.	*1935-36*	*58,156*	*76·1*	
	1936-37	67,759	75·2	
Bombay, Baroda and Central India.	*1935-36*	*65,937*	*69·6*	
	1936-37	71,833	70·0	
Burma.	*1935-36*	*72,198*	*71·7*	
	1936-37	72,066	71·6	

(a) Represents actual figures from April to November 1936 and March 1937 and three months figures for December 1935 and January and February 1936—figures for these three months in 1936-37 not being available due to labour unrest.

Railways for the years 1935-36 and 1936-37 (In thousands).

PROPORTION OF MIXED.								DEPARTMENTAL.			BRAKE VANS (INCLUDING DEPARTMENTAL.)			
Goods.			Goods proportion of mixed.		Total.									
Branch lines.														
Loaded.	Total.	Percentage loaded of total.	Loaded.	Total	Loaded. (Cols. 12 + 15 + 18).	Total. (Cols. 13 + 16 + 19.)	Percentage loaded of total.	Passenger and total mixed.	Goods.	Total. (Columns 23 + 24.)	Passenger and total mixed.	Goods.	Total. (Columns 26 + 27.)	Railway.
15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
														5'6" Gauge.
72,733	*121,025*	*59·7*	*3,130*	*4,845*	*193,615*	*295,476*	*65·5*	*565*	*8,230*	*8,795*	*416*	*8,618*	*9,034*	Bengal Nagpur.
71,901	(a) 118,262	(a)60·9	(a)3,021	(a)4,828	(a)191,561	(a)290,121	(a)66·0	(a)800	(a)7,704	(a)8,504	(a 397	(a)8,413	(a)8,810	
7,113	*11,611*	*61·2*	*13,148*	*16,378*	*81,122*	*111,927*	*72·5*	*35*	*1,247*	*1,340*	*1,461*	*1,881*	*3,342*	Bombay, Baroda and Central India.
7,656	12,743	60·1	13,007	16,902	87,476	121,719	71·9	181	1,512	1,693	1,453	2,103	3,556	
3,423	*5,589*	*61·2*	*1,367*	*1,969*	*42,546*	*59,647*	*71·3*	*156*	*18,873*	*19,029*	*207*	*1,864*	*2,071*	Eastern Bengal.
3,544	5,694	62·3	3,373	4,633	49,880	70,104	71·2	193	12,269	12,462	396	1,778	2,174	
47,653	*71,631*	*66·5*	*2,983*	*4,014*	*400,196*	*618,032*	*64·8*	*3,169*	*23,012*	*26,181*	*2,305*	*14,423*	*16,728*	East Indian.
48,201	70,749	68·1	2,788	3,924	416,376	640,416	65·0	3,036	23,739	26,775	1,972	14,726	16,698	
41,943	*64,468*	*65·1*	*3,073*	*4,767*	*213,865*	*291,319*	*73·4*	*74*	*6,085*	*6,159*	*3,789*	*6,882*	*10,671*	Great Indian Peninsula.
44,431	68,362	65·0	,231	5,146	228,248	323,915	70·5	92	5,141	5,233	3,503	7,502	11,005	
12,010	*14,927*	*80 5*	*3,036*	*3,895*	*69,102*	*99,668*	*69·3*	*614*	*2,723*	*3,337*	*662*	*2,882*	*3,544*	Madras and Southern Mahratta.
12,878	16,259	79·2	2,664	3,459	74,364	106,254	70·0	635	2,624	3,259	422	3,092	3,514	
1	*2*	*32·1*	*3,401*	*4,508*	*20,763*	*30,070*	*69·1*	*15*	*999*	*1,014*	*260*	*720*	*980*	Nizam's State.
24	50	47·7	3,627	4,628	22,379	32,255	69·4	21	599	620	276	723	999	
21,822	*29,213*	*74·7*	*27,089*	*35,421*	*251,225*	*338,952*	*74·1*	*456*	*12,008*	*12,464*	*6,000*	*6,490*	*12,490*	North Western.
23,658	31,045	76·2	26,342	33,798	267,014	364,553	73·2	525	8,761	9,286	5,546	6,981	12,527	
4,169	*5,805*	*71·8*	*1,296*	*1,603*	*20,159*	*26,319*	*76·6*	*13*	*2,592*	*2,605*	*38*	*1,338*	*1,376*	South Indian.
4,218	5,667	74·4	1,152	1,443	21,004	26,737	78·6	3	2,308	2,311	80	1,326	1,406	
210,872	*325,171*	*4·8*	*58,523*	*77,900*	*1,292,593*	*1,871,410*	*69·1*	*5,155*	*75,769*	*80,924*	*15,138*	*45,098*	*60,236*	Total 5' 6" Gauge.
216,601	328,831	65·9	59,205	78,761	1,358,302	1,976,074	68·7	5,486	64,657	70,143	14,045	46,644	60,689	
														3' 3¼" Gauge.
4,692	*6,525*	*66·8*	*29,718*	*43,519*	*34,867*	*51,230*	*68·1*	*130*	*3,578*	*3,708*	*Nil*	*554*	*554*	Assam Bengal.
4,411	6,657	66·3	26,842	38,810	36,479	53,883	67·7	108	3,975	4,083	Nil	881	881	
26,618	*36,094*	*73·8*	*9,375*	*12,383*	*80,272*	*107,133*	*74·9*	*128*	*16,089*	*16,217*	*7,920*	*2,762*	*10,682*	Bengal and North Western.
30,243	40,748	74·2	5,308	7,607	86,479	116,114	74·5	111	17,624	17,735	7,879	3,353	11,232	
31,617	*46,235*	*68·4*	*20,522*	*28,307*	*98,053*	*140,479*	*69·8*	*51*	*1,329*	*1,380*	*2,973*	*2,476*	*5,449*	Bombay, Baroda and Central India.
32,363	45,052	71·8	21,029	27,386	103,703	144,271	71·9	54	1,360	1,414	2,780	2,600	5,380	
6,716	*9,691*	*69·3*	*17,919*	*22,436*	*76,382*	*104,325*	*73·2*	*153*	*9,977*	*10,160*	*175*	*2,746*	*2,921*	Burma.
6,572	9,541	68·9	18,611	23,115	76,767	104,722	73·3	145	9,001	9,146	125	2,546	2,671	

(a) See remarks on page 130.

19.—Statement of vehicle and wagon Miles (in terms of four-wheelers) of Class I

Railway.	Year.	PASSENGER TRAINS.			MIXED TRAINS. (PASSENGER PROPORTION.)			TOTAL PASSENGER AND PROPORTION OF MIXED.			GOODS AND
		Coaching Vehicles.	Other Vehicles.	Total. (Cols. 3+4.)	Coaching Vehicles.	Other Vehicles.	Total. (Cols. 6+7.)	Coaching Vehicles. (Cols. 3+6.)	Other Vehicles. (Cols. 4+7.)	Total. (Cols. 9+10.)	Goods. Main Lines. Loaded.
1	2	3	4	5	6	7	8	9	10	11	12
3' 3⅜" GAUGE—*concld.*											
Eastern Bengal	*1935-36*	*44,823*	*1,099*	*45,922*	*12,007*	*Nil*	*12,007*	*56,830*	*1,099*	*57,929*	*35,363*
	1936-37	47,248	1,019	48,267	11,806	Nil	11,806	59,054	1,019	60,073	39,076
Jodhpur	*1935-36*	*8,859*	*247*	*9,106*	*11,462*	*279*	*11,741*	*20,321*	*526*	*20,847*	*15,802*
	1936-37	10,214	254	10,468	11,233	287	11,520	21,447	541	21,988	20,192
Madras and Southern Mahratta.	*1935-36*	*45,534*	*904*	*46,438*	*9,994*	*80*	*10,074*	*55,528*	*984*	*56,512*	*39,274*
	1936-37	50,652	641	51,293	8,973	137	9,110	59,625	778	60,403	42,891
Nizam's State	*1935-36*	*9,781*	*481*	*10,262*	*1,818*	*4*	*1,842*	*11,599*	*505*	*12,104*	*10,030*
	1936-37	11,653	548	12,201	603	4	607	12,256	552	12,808	11,513
Rohilkund and Kumaon	*1935-36*	*8,076*	*104*	*8,180*	*6,239*	*67*	*6,306*	*14,315*	*171*	*14,486*	*4,443*
	1936-37	8,236	115	8,351	6,275	0	6,335	14,511	175	14,685	5,559
South Indian	*1935-36*	*88,802*	*607*	*89,409*	*9,985*	*2*	*9,987*	*98,787*	*609*	*99,396*	*33,332*
	1936-37	93,522	627	94,149	6,930	1	6,931	100,452	625	101,080	33,185
Total 3' 3⅜" Gauge	*1935-36*	*356,966*	*9,255*	*366,221*	*180,978*	*5,883*	*186,861*	*537,944*	*15,138*	*553,082*	*231,741*
	1936-37	379,464	8,833	388,297	174,595	5,853	180,448	554,059	14,686	568,745	310,465
		Total			Total			Total			Total Main and Branch Lines.
2'6" & 2'0" GAUGES.											
Bengal-Nagpur	*1935-36*	*13,192*			*7,537*			*20,729*			*6,572*
	1936-37	(a) 13,487			(a) 7,310			(a)20,797			(a)7,631
Bombay, Baroda and Central India.	*1935-36*	*915*			*2,348*			*3,263*			*25*
	1936-37	803			2,617			3,420			50
Eastern Bengal	*1935-36*	*664*			*390*			*1,074*			*Nil*
	1936-37	821			234			1,055			Nil
Great Indian Peninsula	*1935-36*	*7*			*3,055*			*3,062*			*Nil*
	1936-37	1			2,810			2,811			3
North Western	*1935-36*	*1,474*			*6,631*			*8,105*			*2,241*
	1936-37	1,923			6,162			8,085			2,334
South Indian	*1935-36*	*Nil*			*1,818*			*1,818*			*Nil*
	1936-37	1,610			1,601			3,211			Nil
Total 2'6" & 2'0" Gauges	*1935-36*	*16,272*			*21,779*			*38,051*			*8,838*
	1936-37	18,645			20,734			39,379			10,018
Total Class I Railways	*1935-36*	*1,336,930*			*326,543*			*1,663,473*			*1,611,993*
	1936-37	1,353,318			318,774			1,672,092			1,715,827

Railway.	Year.	GOODS AND Goods. Main Lines.		
		Loaded.	Total.	Percentage loaded of total.
1	2	12	13	14
3' 3⅜" GAUGE—*concld.*				
Eastern Bengal	*1935-36*	*35,363*	*49,840*	*71·0*
	1936-37	39,076	55,792	70·0
Jodhpur	*1935-36*	*15,802*	*22,871*	*69·1*
	1936-37	20,192	27,934	72·3
Madras and Southern Mahratta.	*1935-36*	*39,274*	*51,351*	*76·5*
	1936-37	42,891	56,600	75·8
Nizam's State	*1935-36*	*10,030*	*13,143*	*76·7*
	1936-37	11,513	15,493	74·3
Rohilkund and Kumaon	*1935-36*	*4,443*	*6,821*	*65·1*
	1936-37	5,559	8,598	64·7
South Indian	*1935-36*	*33,332*	*47,126*	*70·8*
	1936-37	33,185	45,727	72·6
Total 3' 3⅜" Gauge	*1935-36*	*231,741*	*389,629*	*72·3*
	1936-37	310,465	430,218	72·2
		Total Main and Branch Lines.		
2'6" & 2'0" GAUGES.		Loaded.	Total.	Percentage loaded of Total.
Bengal-Nagpur	*1935-36*	*6,572*	*10,065*	*65·3*
	1936-37	(a)7,631	(a) 11,194	(a)68·2
Bombay, Baroda and Central India.	*1935-36*	*25*	*51*	*49·0*
	1936-37	50	81	61·6
Eastern Bengal	*1935-36*	*Nil*	*Nil*	*Nil*
	1936-37	Nil	Nil	Nil
Great Indian Peninsula	*1935-36*	*Nil*	*Nil*	*Nil*
	1936-37	3	4	74·4
North Western	*1935-36*	*2,241*	*3,991*	*56·1*
	1936-37	2,334	4,102	56·9
South Indian	*1935-36*	*Nil*	*Nil*	*Nil*
	1936-37	Nil	Nil	Nil
Total 2'6" & 2'0" Gauges	*1935-36*	*8,838*	*14,107*	*62·6*
	1936-37	10,018	15,381	65 1
Total Class I Railways	*1935-36*	*1,611,993*	*2,321,059*	*69·4*
	1936-37	1,715,827	2,476,635	69·3

(a) See remarks on page 130.

Railways for the years 1935-36 and 1936-37 (In thousands)—concld.

PROPORTION OF MIXED.								DEPARTMENTAL.			BRAKE VANS. (INCLUDING DEPARTMENTAL.)			Railway.
* Goods.			Goods proportion of mixed.		Total.			Passenger and total mixed.	Goods.	Total. (Cols. 23+24.)	Passenger and total mixed.	Goods.	Total (Cols. 26+27.)	
Branch lines.														
Loaded.	Total.	Percentage loaded of total.	Loaded.	Total.	Loaded. (Cols. 12+15+18.)	Total. (Cols. 13+16+19.)	Percentage loaded of total.							
15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
														3′ 3¾″ Gauge—*concld.*
1,958	*3,123*	*62·7*	*5,518*	*7,389*	*42,539*	*60,352*	*71·0*	*186*	*1,706*	*1,892*	*373*	*1,283*	*1,656*	Eastern Bengal.
2,295	3,389	67·7	4,780	6,259	46,151	65,440	70·5	190	3,046	3,236	367	1,492	1,859	
536	*955*	*61·3*	*10,001*	*13,346*	*26,389*	*37,172*	*71·0*	*39*	*5,006*	*5,045*	*1,014*	*686*	*1,700*	Jodhpur.
504	835	60·3	9,430	12,609	30,126	41,378	72·8	13	2,739	2,752	1,019	776	1,795	
11,396	*15,351*	*74·2*	*11,728*	*15,134*	*62,398*	*81,836*	*76·3*	*141*	*3,353*	*3,494*	*1,088*	*4,450*	*5,538*	Madras and Southern Mahratta.
11,510	15,335	75·1	12,081	15,562	66,482	87,497	76·0	155	2,574	2,729	987	4,782	5,769	
1	*1*	*100·0*	*721*	*808*	*10,802*	*13,952*	*77·4*	*27*	*976*	*1,003*	*234*	*855*	*1,139*	Nizam's State.
11	30	38·4	383	490	11,907	16,013	74·4	46	968	1,014	281	990	1,271	
114	*214*	*53·2*	*6,062*	*8,295*	*10,619*	*15,330*	*69·3*	*115*	*2,975*	*3,090*	*1,554*	*323*	*1,877*	Rohilkund and Kumaon.
306	557	55·1	5,762	7,972	11,627	17,127	67·9	78	3,568	3,646	1,673	433	2,106	
4,646	*6,654*	*69·8*	*6,379*	*8,443*	*44,407*	*62,223*	*71·4*	*36*	*11,116*	*11,152*	*428*	*3,094*	*3,522*	South Indian.
8,032	11,549	69·5	4,371	5,751	45,588	63,027	72·3	34	10,089	10,123	378	3,507	3,885	
87,344	*123,843*	*70·5*	*117,943*	*160,560*	*487,028*	*674,032*	*72·3*	*1,036*	*56,105*	*57,141*	*15,809*	*19,229*	*35,038*	Total 3′ 3¾″ Gauge.
96 247	133,693	72·0	108,597	145,561	515,309	709,472	72·6	934	54,944	55,878	15,489	21,360	36,849	
								Total.			Total.			
														2′ 6″ & 2′ 0″ Gauges.
			4,850	*6,469*	*11,422*	*16,534*	*69·1*		*1,211*			*627*		Bengal Nagpur.
			(a)4,698	(a)6,185	(a)12,328	(a)17,379	(a)70·9		(a)1,152			(a)670		
			1,062	*1,723*	*1,087*	*1,774*	*61·3*		*130*			*261*		Bombay, Baroda and Central India.
			1,134	1,908	1,184	1,989	59·5		154			282		
			56	*70*	*56*	*70*	*81·0*		*Nil*			*16*		Eastern Bengal.
			41	48	41	48	83·8		Nil			42		
			2,003	*2,739*	*2,003*	*2,739*	*73·1*		*336*			*21*		Great Indian Peninsula.
			2,130	2,847	2,133	2,851	74·8		273			25		
			3,457	*4,812*	*5,698*	*8,803*	*64·7*		*250*			*1,298*		North Western.
			3,627	5,120	5,961	9,222	64·6		302			1,216		
			507	*645*	*507*	*645*	*78·6*		*12*			*Nil*		South Indian.
			525	707	525	707	74·3		7			Nil		
			11,935	*16,458*	*20,773*	*30,565*	*68·0*		*1,939*			*2,223*		Total 2′ 6″ and 2′ 0″ Gauges.
			12,155	16,815	22,173	32,196	68·9		1,888			2,235		
			188,401	*254,918*	*1,800,394*	*2,576,007*	*69·9*		*140,004*			*97,497*		Total Class I Railways.
			179,957	241,137	1,895,784	2,717,742	69·8		127,909			99,773		

(a) See remark on page 130.

20.—*Statement of speed of Goods Trains (excluding Departmental) of Class I Railways for the years 1935-36 and 1936-37.*

Railway.	Average speed of Goods Trains.											
	Through Goods Trains.						All Goods Trains.					
	Train miles per Trains Engine hour.						Train miles per Train Engine hour.					
	Main Lines.		Branch Lines.		Total.		Main Lines.		Branch Lines.		Total.	
Year.	*1935-36.*	1936-37.	*1935-36.*	1936-37.	*1935-36.*	1936-37.	*1935-36.*	1936-37.	*1935-36.*	1936-37.	*1935-36.*	1936-37.
1	2	3	4	5	6	7	8	9	10	11	12	13
5′ 6″ GAUGE.												
Bengal Nagpur . . . §	*14·8*	15·0	*12·7*	12·9	*13·8*	14·0	*11·3*	12·1	*11·0*	11·3	*11·5*	11·8
Bombay, Baroda and Central India .	*12·6*	12·7	*11·1*	10·9	*12·4*	12·4	*11·7*	11·7	*11·0*	10·9	*11·6*	11·6
Eastern Bengal	*16·5*	15·6	*13·5*	12·6	*16·3*	15·4	*11·0*	10·9	*7·87*	7·52	*10·5*	10·5
East Indian	*13·1*	12·8	*9·20*	9·49	*12·7*	12·6	*11·2*	10·8	*8·23*	7·97	*10·5*	10·2
Great Indian Peninsula { Steam .	*15·9*	17·1	*13·7*	14·0	*14·9*	16·0	*12·9*	14·1	*11·9*	12·3	*12·6*	13·5
Great Indian Peninsula { Electric‡ .	*17·6*	19·3	*Nil*	Nil	*17·6*	19·3	*14·5*	15·1	*Nil*	Nil	*14·5*	15·1
Madras and Southern Mahratta .	*14·3*	13·4	*13·9*	14·7	*14·2*	13·6	*11·9*	11·3	*10·0*	10·4	*11·5*	11·1
Nizam's State	*13·1*	13·7	*12·8*	13·3	*13·1*	13·7	*11·9*	12·0	*12·8*	13·6	*11·9*	12·0
North Western	*15·2*	15·1	*Nil*	Nil	*15·2*	15·1	*10·4*	10·5	*9·96*	9·77	*10·3*	10·4
South Indian	*Nil*	Nil	*Nil*	Nil	*Nil*	Nil	*11·2*	11·2	*11·5*	11·3	*11·3*	11·2
Average for 5′ 6″ gauge { Steam .	*	*	*	*	*	*	*11·7*	17·8	*10·7*	10·7	*11·5*	11·5
Average for 5′ 6″ gauge { Electric‡ .	*17·6*	19·3	*Nil*	Nil	*17·6*	19·3	*14·5*	15·1	*Nil*	Nil	*14·5*	15·1
3′ 3¼″ GAUGE.												
Assam Bengal	*11·4*	13·9	*11·3*	11·7	*11·3*	12·8	*9·84*	12·9	*10·8*	11·0	*10·6*	11·8
Bengal and North Western . .	*12·8*	12·1	*8·75*	8·52	*11·6*	11·6	*10·4*	10·5	*9·06*	9·15	*9·71*	9·81
Bombay, Baroda and Central India .	*13·4*	12·9	*14·2*	13·3	*13·5*	13·0	*12·2*	11·9	*11·3*	10·6	*11·8*	11·3
Burma	*13·0*	12·8	*11·7*	11·4	*12·5*	12·3	*11·7*	11·5	*11·7*	11·4	*11·7*	11·5
Eastern Bengal	*13·7*	14·5	*8·67*	9·81	*13·4*	14·4	*11·3*	11·2	*8·85*	9·55	*11·0*	11·0
Jodhpur	*13·4*	13·6	*8·74*	12·0	*12·9*	13·4	*9·63*	9·65	*9·89*	9·62	*9·65*	9·64
Madras and Southern Mahratta .	*11·5*	11·4	*10·7*	10·7	*11·3*	11·2	*10·8*	10·6	*10·5*	10·0	*10·7*	10·4
Nizam's State	*12·3*	12·4	*13·3*	9·79	*12·3*	12·4	*10·2*	10·6	*13·3*	9·67	*10·2*	10·6
Rohilkund and Kumaon . . .	*9·10*	8·64	*10·7*	9·53	*9·16*	8·70	*9·10*	8·64	*10·7*	9·53	*9·16*	8·70
South Indian	*Nil*	Nil	*Nil*	Nil	*Nil*	Nil	*11·4*	11·3	*10·1*	10·2	*11·2*	11·0
Average for 3′ 3¼″ gauge .	*	*	*	*	*	*	*11·2*	11·2	*11·1*	10·8	*11·2*	11·1

2′ 6″ AND 2′ 0″ GAUGES.	All Goods Trains.	
	1935-36.	1936-37.
Bengal Nagpur . . . . . §	*9·09*	9·22
Bombay, Baroda and Central India	*10·5*	7·95
Eastern Bengal	*Nil*	Nil
Great Indian Peninsula	*Nil*	6·61
North Western	*8·01*	8·21
South Indian	*Nil*	Nil
Average for 2′ 6″ and 2′ 0″ gauges	*8·80*	9·02

*Information not available. ‡ Other than Electric multiple unit suburban trains.

§Based on actual figures from April to November 1936 and March 1937, and three months figures for December 1935 and January and February 1936.—figures for these months in 1936-37 not being available due to labour unrest.

21.—*Statement of Shunting and Light Running on Class I Railways for the years 1935-36 and 1936-37.*

Railway.	Passenger and proportion of mixed. (Excluding Departmental.)						Goods and proportion of mixed. (Excluding Departmental.)					
	Shunting miles per 100 train miles.		Light engine miles per 100 train miles.		Light and assisting not required engine miles per 100 train miles.		Shunting engine miles per 100 train miles.		Light engine miles per 100 train miles.		Light and assisting not required engine miles per 100 train miles.	
Year.	*1935-36.*	1936-37.	*1935-36.*	1936-37.	*1935-36.*	1936-37.	*1935-36.*	1936-37.	*1935-36.*	1936-37.	*1935-36*	1936-37.
1	2	3	4	5	6	7	8	9	10	11	12	13
5′ 6″ Gauge.												
Bengal Nagpur . . . §	*4·79*	4·81	*1·11*	1·31	*1·17*	1·36	*42·0*	41·4	*8·65*	8·46	*10·6*	10·4
Bombay, Baroda and Central India .	*4·05*	4·15	*4·07*	3·44	*4·10*	4·50	*35·5*	33·2	*2·42*	2·30	*2·53*	2·39
Eastern Bengal	*7·10*	7·31	*0·66*	0·72	*0·69*	0·74	*58·1*	52·0	*3·37*	3·65	*4·09*	4·66
East Indian	*4·71*	4·88	*2·93*	3·16	*3·52*	3·75	*33·8*	34·2	*7·71*	7·57	*8·92*	8·65
Great Indian Peninsula . . .	*3·10*	3·31	*1·15*	1·17	*2·31*	2·25	*32·5*	30·6	*3·32*	3·64	*4·58*	4·86
Madras and Southern Mahratta .	*2·97*	2·98	*2·02*	1·69	*2·16*	1·86	*30·7*	31·2	*4·89*	4·13	*5·62*	4·90
Nizam's State	*6·15*	6·78	*1·92*	1·97	*1·94*	2·06	*27·3*	27·2	*7·04*	8·69	*7·14*	8·87
North Western	*6·91*	7·37	*1·35*	1·22	*2·04*	1·79	*30·9*	29·3	*6·27*	5·69	*6·71*	6·22
South Indian	*3·60*	3·28	*0·60*	0·50	*0·66*	0·51	*38·5*	37·0	*5·72*	4·07	*6·81*	4·39
Average for 5′ 6″ gauge .	*4·94*	5·15	*1·82*	1·81	*2·34*	2·29	*35·1*	34·2	*6·25*	5·99	*7·33*	7·02
3′ 3¾″ Gauge.												
Assam Bengal	*7·43*	6·86	*1·20*	1·25	*1·82*	2·04	*29·8*	32·2	*1·80*	1·83	*3·36*	3·82
Bengal and North Western . .	*3·56*	3·46	*0·49*	0·50	*0·74*	0·72	*50·7*	51·7	*1·66*	2·08	*3·54*	3·56
Bombay, Baroda and Central India .	*5·57*	5·69	*0·72*	0·82	*1·02*	1·10	*28·4*	28·5	*2·02*	2·05	*3·14*	3·29
Burma	*5·28*	5·27	*0·71*	0·81	*0·71*	0·82	*26·7*	26·8	*5·79*	4·70	*5·80*	4·74
Eastern Bengal	*7·61*	7·35	*0·36*	0·61	*0·42*	0·65	*41·2*	41·6	*0·62*	1·40	*0·87*	1·69
Jodhpur	*8·52*	9·68	*0·63*	0·55	*1·35*	1·15	*20·5*	27·8	*1·81*	2·09	*2·27*	2·33
Madras and Southern Mahratta .	*2·39*	2·38	*1·09*	1·06	*1·36*	1·28	*22·5*	23·5	*3·80*	4·22	*6·40*	6·12
Nizam's State	*3·12*	3·05	*2·09*	2·26	*2·37*	2·43	*22·7*	22·8	*8·56*	10·5	*8·89*	11·0
Rohilkund and Kumaon . . .	*4·35*	4·56	*1·63*	1·82	*2·42*	2·50	*35·5*	34·8	*1·61*	1·62	*2·33*	2·27
South Indian	*3·20*	3·18	*0·15*	0·38	*0·19*	0·46	*32·1*	31·7	*0·72*	0·82	*0·84*	0·94
Average for 3′ 3¾″ gauge .	*4·57*	4·54	*0·68*	0·77	*0·89*	1·00	*32·3*	32·4	*2·70*	2·79	*3·56*	3·80

† Other engine miles per 100 train miles.

2′ 6″ and 2′ 0″ Gauges.	Year.	*1935-36.*	1936-37.
Bengal Nagpur . . . §		*25·0*	24·2
Bombay, Baroda and Central India .		*10·5*	13·0
Eastern Bengal		*0·15*	*0·03*
Great Indian Peninsula . . .		*8·73*	8·64
North Western		*18·6*	18·4
South Indian		*4·55*	2·75
Average for 2′ 6″ and 2′ 0″ gauges .		*18·3*	17·5

† "Other" includes Shunting, Assisting required, Assisting not required, Light and Siding, but not Departmental

§ Represents actual figures from April to November 1936 and March 1937 and three months figures for December 1935 and January and February 1936—figures for these three months in 1936-37 not being available due to labour unrest.

22.—Statement of Engine Usage of Class I

Railway.	Year.	Average number of Engines.				Actual number in good repair stored.		Average number in		
		Authorised stock.	On line.	Under or awaiting repair.	Available for use.	Maximum in any one month.	Minimum in any one month.	Passenger service.	Mixed service.	Goods service.
1	2	3	4	5	6	7	8	9	10	11
5′ 6″ Gauge.										
Bengal Nagpur	*1935-36*	*743*	*672*	*135*	*537*	*9*	*4*	*107*	*6*	*232*
	1936-37	(a) 743	(a) 665	(a) 136	(a) 529	(a) 4	(a) 2	(a) 101	(a) 6	(a) 225
Bombay, Baroda and Central India.	*1935-36*	*384*	*361*	*66*	*295*	*21*	*16*	*71*	*21*	*61*
	1936-37	385	361	59	302	27	16	64	23	66
Eastern Bengal	*1935-36*	*313*	*302*	*68*	*230*	*10*	*1*	*101*	*8*	*40*
	1936-37	313	296	62	231	7	Nil	100	13	42
East Indian	*1935-36*	*1,588*	*1,578*	*233*	*1,335*	*143*	*47*	*299*	*41*	*395*
	1936-37	1,588	1,578	247	1,329	99	1	295	40	409
Great Indian Peninsula. Steam	*1935-36*	**766*	**752*	*137*	*‡615*	*137*	*63*	*132*	*26*	*149*
	1936-37	*713	*711	132	*579	95	43	126	30	158
Great Indian Peninsula. †Electric	*1935-36*	*65*	*65*	*10*	*55*	*Nil*	*Nil*	*24*	*Nil*	*19*
	1936-37	65	65	10	55	5	Nil	23	Nil	19
Madras and Southern Mahratta.	*1935-36*	*305*	*302*	*71*	*231*	*20*	*14*	*84*	*9*	*63*
	1936-37	305	302	73	227	14	4	91	7	68
Nizam's State	*1935-36*	*85*	*85*	*16*	*69*	*Nil*	*Nil*	*12*	*9*	*15*
	1936-37	85	84	13	71	Nil	Nil	13	9	18
North Western	*1935-36*	*1,263*	*1,239*	*199*	*1,040*	*72*	*58*	*225*	*118*	*234*
	1936-37	1,229	1,225	220	1,005	87	20	214	113	248
South Indian	*1935-36*	*152*	*154*	*34*	*120*	*1*	*Nil*	*56*	*7*	*24*
	1936-37	152	§155	28	127	4	Nil	57	6	24
Total 5′ 6″ Gauge Steam	*1935-36*	*5,599*	*5,445*	*959*	*4,472*	..	..	*1,087*	*245*	*1,213*
	1936-37	5,513	5,377	970	4,400	..	..	1,061	247	1,258
Total 5′ 6″ Gauge †Electric	*1935-36*	*65*	*65*	*10*	*55*	*Nil*	*Nil*	*24*	*Nil*	*19*
	1936-37	65	65	10	55	5	Nil	23	Nil	19
3′ 3¼″ Gauge.										
Assam Bengal	*1935-36*	*205*	*204*	*29*	*175*	*Nil*	*Nil*	*3*	*99*	*13*
	1936-37	205	208	26	182	Nil	Nil	3	97	19
Bengal and North Western	*1935-36*	*355*	*389*	*19*	*370*	*31*	*1*	*103*	*50*	*73*
	1936-37	364	394	24	370	17	1	114	38	81
Bombay, Baroda and Central India.	*1935-36*	*490*	*463*	*68*	*395*	*64*	*47*	*86*	*56*	*71*
	1936-37	490	448	65	383	56	25	82	55	74

*This includes 8 engines used exclusively by Mechanical Department.
†Excluding Electric Multip e Unit Suburban Trains
‡This includes 7 engines used exclusively by Mechanical Department.
§Includes one Engine employed in workshop shunting.
(a) Represents actual figures from April to November 1936 and March 1937 and three months figures for December 1935, January and February 1936—figures for these three months in 1936-37 not being available due to labour unrest.

Railways for the years 1935-36 and 1936-37.

USE DAILY ON—			Spare.	Maximum number in use on any one day.	ENGINE MILES PER DAY.					NET TON MILES.		Hours worked per day per engine available for use.	Railway
Departmental service.	Shunting including siding.	Total.			Per passenger engine.	Per mixed engine.	Per Goods engine.	Per engine in use.	Per engine on line.	Per (goods) locomotive day on line.	Per (goods) Locomotive day in use.		
12	13	14	15	16	17	18	19	20	21	22	23	24	25
													5' 6" GAUGE.
26	*78*	*449*	*85*	*476*	*144*	*184*	*99*	*112*	*75*	*15,936*	*25,747*	*9·87*	B. N.
(a)	(a)	(a)	(a)	(a)	(a)	(a)	(a)	(a)	(a)	(a)	(a)	(a)	
26	79	437	88	476	152	169	100	113	75	14,868	24,411	9·76	
13	*45*	*211*	*64*	*238*	*144*	*115*	*86*	*101*	*59*	*12,638*	*23,841*	*6·37*	B., B. & C. I.
13	45	211	72	250	153	111	90	104	60	13,038	24,571	6·43	
13	*45*	*207*	*17*	*228*	*144*	*110*	*94*	*119*	*82*	*8,841*	*14,491*	*10·2*	E. B.
11	48	214	16	238	148	108	101	121	88	9,909	14,841	10·7	
67	*229*	*1,031*	*217*	*1,116*	*145*	*113*	*94*	*103*	*67*	*15,922*	*26,410*	*7·78*	E. I.
68	235	1,047	228	1,176	147	119	93	103	68	16,270	26,756	8·03	
††*25*	*86*	††*418*	*95*	*464*	*202*	*106*	*115*	*131*	*72*	§*13,576*	§*26,256*	*7·36*	G.I.P. Steam.
*26	87	*427	83	470	199	99	122	131	78	§14,834	§26,515	7·86	
2	*5*	*50*	*5*	*56*	*197*	*Nil*	*98*	*144*	*111*	§*26,305*	§*37,420*	*9·58*	G.I.P. Elec. †
1	6	49	5	55	190	Nil	102	142	107	§26,590	§37,568	9·70	
12	*25*	*193*	*21*	*202*	*135*	*118*	*95*	*111*	*71*	*14,047*	*24,103*	*8·56*	M. & S. M.
12	27	205	17	218	129	124	98	110	76	15,047	24,092	9·45	
6	*8*	*50*	*19*	*69*	*162*	*128*	*116*	*117*	*68*	*13,289*	*27,812*	*8·24*	N. S.
6	7	53	18	63	160	129	105	115	73	14,753	28,348	8·46	
34	*126*	*737*	*239*	*792*	*135*	*142*	*83*	*106*	*63*	*11,071*	*13,604*	*6·74*	N. W.
31	128	734	211	827	142	150	84	109	65	11,204	20,071	7·10	
9	*7*	*103*	*17*	*112*	*137*	*97*	*97*	*115*	*77*	*8,636*	*16,136*	*9·40*	S. I.
10	7	103	22	112	144	97	97	120	79	9,771	18,677	9·11	
205	*649*	*3,399*	*774*	..	*149*	*128*	*95*	*119*	*69*	*13,870*	*23,807*		Total 5' 6" Gauge. Steam.
203	663	3,431	755	..	152	131	96	111	71	14,131	24,112		
2	*5*	*50*	*5*	*56*	*197*	*Nil*	*98*	*144*	*111*	*26,305*	*37,420*		Elec.†
1	6	49	5	55	190	Nil	102	142	107	26,590	37,568		
													3' 3½" GAUGE.
7	*24*	*146*	*29*	*153*	*91*	*95*	*93*	*90*	*64*	*5,109*	*7,744*	*8·36*	A. B.
7	26	152	30	159	91	101	98	96	71	5,335	7,919	8·44	
28	*41*	*295*	*75*	*328*	*115*	*106*	*97*	*102*	*79*	*7,951*	*12,159*	*8·73*	B. & N. W.
28	43	304	66	349	120	98	103	104	88	8,589	12,943	9·00	
18	*40*	*271*	*69*	*305*	*120*	*97*	*100*	*99*	*68*	*7,208*	*14,124*	*6·35*	B., B. & C. L.
18	40	269	69	324	119	98	101	98	69	8,120	15,320	6·82	

§ Locomotive days of Shunting engines are wholly charged to Steam as the Shunting operations both for Steam and Electric trains are performed by Steam engines.

†† This includes 7 engines used exclusively by Mechanical Department.

(a) Same remarks as on page 136.

22.—Statement of Engine Usage of Class I

Railway.	Year.	Average number of engines.				Actual number in good repair stored.		Average Number in		
		Authorised stock.	On line.	Under or awaiting repair.	Available for use.	Maximum in any one month.	Minimum in any one month.	Passenger service.	Mixed service.	Goods service.
1	2	3	4	5	6	7	8	9	10	11
3′ 3½″ Gauge—*concld.*										
Burma	*1935-36*	*389*	*389*	*39*	*350*	*11*	*1*	*22*	*93*	*62*
	1936-37	376	377	33	344	31	2	23	96	44
Eastern Bengal	*1935-36*	*212*	*213*	*30*	*182*	*45*	*23*	*46*	*20*	*33*
	1936-37	212	207	42	164	31	4	49	20	35
Jodhpur	*1935-36*	*105*	*106*	*9*	*97*	*Nil*	*Nil*	*10*	*31*	*13*
	1936-37	105	104	9	95	Nil	Nil	12	29	16
Madras and Southern Mahratta.	*1935-36*	*340*	*357*	*66*	*291*	*29*	*22*	*67*	*38*	*77*
	1936-37	339	355	61	293	29	9	76	37	87
Nizam's State	*1935-36*	*87*	*87*	*14*	*73*	*Nil*	*Nil*	*17*	*4*	*9*
	1936-37	87	87	8	79	Nil	Nil	20	3	12
Rohilkund and Kumaon	*1935-36*	*75*	*76*	..	*71*	*Nil*	*Nil*	*14*	*22*	*7*
	1936-37	75	80	..	74	Nil	Nil	13	22	9
South Indian	*1935-36*	**401*	*391*	*79*	*312*	*17*	*13*	*138*	*33*	*48*
	1936-37	*401	‡389	60	329	21	3	160	25	54
Total 3′ 3½″ Gauge	*1935-36*	*2,659*	*2,675*	*353*	*2,316*	..	..	*506*	*446*	*396*
	1936-37	2,654	2,649	328	2,313	..	..	552	422	431
2′ 6″ and 2′ 0″ Gauges.										
Bengal Nagpur	*1935-36*	*116*	*112*	*23*	*89*	*8*	*4*	*21*	*18*	*16*
	1936-37	(*a*) 116	(*a*) 110	(*a*) 21	(*a*) 89	(*a*) 3	(*a*) 1	(*a*) 22	(*a*) 18	(*a*) 18
Bombay, Baroda and Central India.	*1935-36*	*27*	*26*	*5*	*21*	*Nil*	*Nil*	*3*	*12*	*Nil*
	1936-37	28	26	4	22	Nil	Nil	2	13	Nil
Eastern Bengal	*1935-36*	*9*	*9*	*2*	*6*	*Nil*	*Nil*	*3*	*2*	*Nil*
	1936-37	9	10	3	7	Nil	Nil	4	1	Nil
Great Indian Peninsula	*1935-36*	*22*	*22*	*5*	*17*	*2*	*Nil*	*Nil*	*12*	*Nil*
	1936-37	22	22	5	17	2	Nil	Nil	10	Nil
North Western	*1935-36*	*100*	*101*	*16*	*85*	*18*	*9*	*3*	*23*	*16*
	1936-37	100	101	18	83	14	7	4	23	17
South Indian	*1935-36*	*11*	*11*	*2*	*9*	*3*	*Nil*	*Nil*	*5*	*Nil*
	1936-37	11	11	1	10	Nil	Nil	4	3	Nil
Total 2′ 6″ and 2′ 0″ Gauges	*1935-36*	*285*	*281*	*53*	*227*	..	..	*30*	*72*	*32*
	1936-37	286	280	52	228	..	..	36	68	35

*Excludes 2 Battery Tenders.
‡ Includes 2 Engines employed in workshop Shunting.
(*a*) Same remarks as on page 136.

Railways for the years 1935-36 and 1936-37—concld.

Use daily on—			Spare.	Maximum number in use on any one day.	Engine miles per day.					Net ton miles.		Hours worked per day per engine available for use.	Railway.
Departmental service.	Shunting including siding.	Total.			Per passenger engine.	Per mixed engine.	Per Goods engine.	Per engine in use.	Per engine on line.	Per (goods) locomotive day on line.	Per (goods) locomotive day in use.		
12	13	14	15	16	17	18	19	20	21	22	23	24	25
													3' 3⅜" Gauge —*concld.*
15	*40*	*222*	*122*	*251*	*160*	*123*	*104*	*114*	*65*	*7,397*	*14,463*	*6·87*	Burma.
14	40	217	107	244	166	122	116	119	68	8,058	16,185	7·05	
5	*28*	*132*	*14*	*143*	*132*	*121*	*100*	*109*	*68*	*6,578*	*11,249*	*8·10*	E. B.
5	29	138	11	152	135	115	107	111	74	7,089	11,336	9·81	
7	*10*	*71*	*26*	*82*	*136*	*100*	*104*	*100*	*66*	*6,452*	*10,892*	*9·27*	Jodhpur.
6	10	73	22	84	136	108	100	102	72	7,631	12,304	12·6	
10	*32*	*224*	*41*	*243*	*141*	*98*	*86*	*101*	*63*	*4,806*	*8,203*	*7·29*	M. & S. M.
7	34	241	36	283	142	92	84	101	69	5,316	8,189	7·88	
4	*7*	*41*	*32*	*52*	*145*	*117*	*117*	*113*	*53*	*5,602*	*14,210*	*5·95*	N. S.
4	7	46	33	60	143	94	110	110	58	5,833	13,409	6·21	
3	*11*	*57*	*14*	*68*	*132*	*108*	*92*	*107*	*80*	*6,152*	*8,955*	*8·84*	R. & K.
3	11	58	16	69	142	108	100	111	81	6,486	9,477	9·27	
24	*15*	*258*	*38*	*279*	*125*	*86*	*85*	*105*	*69*	**5,103*	**10,078*	**8·59*	S. I.
24	14	276	42	299	122	86	85	106	75	*5,505	*10,070	*8·48	
121	*248*	*1,717*	*460*	..	*127*	*104*	*95*	*103*	*66*	*6,435*	*11,342*		Total 3'3⅜" Gauge.
116	254	1,774	432	..	129	105	98	105	71	7,012	11,873		
													2' 6" & 2' 0" Gauges.
2	*10*	*67*	*19*	*77*	*95*	*97*	*77*	*88*	*53*	*2,080*	*3,746*	*7·73*	B. N.
(a) 2	(a) 10	(a) 70	(a)16	(a) 82	(a) 95	(a) 92	(a) 76	(a) 87	(a) 56	(a) 2,191	(a)3,666	(a)7·07	
Nil	*Nil*	*15*	*6*	*18*	*100*	*74*	*Nil*	*82*	*47*	*1,699*	*1,699*	*7·53*	B., B. & C. I.
Nil	Nil	15	7	19	121	78	Nil	88	51	2,331	2,331	7·81	
Nil	*Nil*	*5*	*1*	*7*	*59*	*51*	*Nil*	*56*	*33*	*320*	*546*	*8·46*	E. B.
Nil	Nil	5	2	7	55	59	Nil	56	31	393	686	6·60	
Nil	*1*	*13*	*3*	*18*	*Nil*	*106*	*Nil*	*108*	*64*	*1,146*	*2,128*	*7·63*	G. I. P.
1	1	12	4	16	Nil	120	Nil	110	60	1,364	2,955	7·28	
1	*5*	*48*	*24*	*59*	*117*	*81*	*64*	*76*	*36*	*856*	*1,860*	*5·26*	N. W.
1	4	49	24	63	108	78	59	73	35	964	2,120	5·31	
..	*Nil*	*5*	*2*	*7*	*Nil*	*87*	*Nil*	*87*	*43*	*1,289*	*2,671*	*6·78*	S. I.
Nil	Nil	7	3	8	134	141	Nil	137	87	2,479	4,022	10·7	
3	*16*	*153*	*55*	..	*94*	*87*	*70*	*84*	*46*	*1,493*	*2,941*		Total 2' 6" and 2' 0" Gauges.
4	15	158	56	..	98	91	68	86	49	1,634	3,171		

* Combined figures for Steam and Electric.

(a) Same remarks as on Page 136.

23.—*Statement of Loads of Trains of Class I Railways for the years 1935-36 and 1936-37.*

Railway.	Year.	AVERAGE LOAD PER TRAIN (IN TERMS OF 4-WHEELERS) (EXCLUDING DEPARTMENTAL TRAINS).										
		Passenger trains.	Passenger including proportion of mixed.	Goods trains.						Goods and Proportion of mixed.		
				Main lines.			*Branch lines.*			*Main and Branch lines.*		
		No. of vehicles.	Gross weight including weight of engine.	Loaded wagons.	Total.	Percentage loaded of total.	Loaded wagons.	Total.	Percentage loaded of total.	Net or freight weight.	Gross weight including weight of engine.	Gross weight excluding weight of engine.
1	2	3	4	5	6	7	8	9	10	11	12	13
5′ 6″ Gauge.			Tons.							Tons.	Tons.	Tons.
Bengal Nagpur	*1935-36*	*16*	*419*	*29*	*42*	*69·8*	*26*	*43*	*59·6*	*410*	*925*	*806*
	1936-37†	16	424	29	42	69·8	26	43	60·9	386	900	780
Bombay, Baroda and Central India.	*1935-36*	*18*	*394*	*39*	*54*	*72·2*	*27*	*44*	*61·3*	*418*	*983*	*884*
	1936-37	18	422	38	53	71·7	26	44	59·1	412	979	875
Eastern Bengal	*1935-36*	*16*	*366*	*33*	*46*	*72·5*	*25*	*40*	*61·2*	*207*	*798*	*704*
	1936-37	16	370	33	47	71·9	24	39	62·2	277	764	667
East Indian	*1935-36*	*17*	*417*	*35*	*55*	*64·4*	*22*	*33*	*66·6*	*469*	*1,063*	*946*
	1936-37	17	409	36	55	64·6	22	33	68·1	478	1,081	967
Great Indian Peninsula — Steam	*1935-36*	*15*	*398*	*37*	*49*	*75·1*	*23*	*36*	*65·1*	*375*	*912*	*800*
	1936-37	16	404	34	48	71·1	24	36	65·0	355	894	781
Great Indian Peninsula — ** Electric	*1935-36*	*18*	*466*	*44*	*54*	*81·9*	*Nil*	*Nil*	*Nil*	*472*	*1,149*	*1,011*
	1936-37	19	472	43	54	79·1	Nil	Nil	Nil	457	1,137	999
Madras and Southern Mahratta.	*1935-36*	*14*	*386*	*34*	*51*	*66·9*	*31*	*39*	*80·5*	*358*	*932*	*810*
	1936-37	13	389	34	49	68·0	28	35	79·2	346	932	813
Nizam's State	*1935-36*	*15*	*431*	*31*	*46*	*67·9*	*11*	*35*	*32·1*	*333*	*829*	*696*
	1936-37	15	424	32	46	67·9	22	46	47·7	354	860	726
North Western	*1935-36*	*18*	*405*	*39*	*53*	*73·8*	*25*	*34*	*74·7*	*310*	*810*	*702*
	1936-37	18	396	38	53	72·4	25	33	76·2	324	818	722
South Indian	*1935-36*	*12*	*303*	*30*	*39*	*77·7*	*22*	*30*	*71·8*	*256*	*716*	*610*
	1936-37	12	295	31	39	79·7	23	31	74·4	286	748	645
Average for 5′ 6″ gauge — Steam	*1935-36*	*16*	*400*	*35*	*51*	*69·4*	*24*	*38*	*64·8*	*393*	*943*	*823*
	1936-37	16	399	35	51	68·8	26	37	65·9	389	940	823
Average for 5′ 6″ gauge — ** Electric	*1935-36*	*18*	*466*	*44*	*54*	*81·9*	*Nil*	*Nil*	*Nil*	*472*	*1,149*	*1,011*
	1936-37	19	472	43	54	79·1	Nil	Nil	Nil	457	1,137	999
3′ 3½″ Gauge.												
Assam Bengal	*1935-36*	*4*	*285*	*19*	*29*	*66·7*	*13*	*19*	*66·8*	*118*	*315*	*269*
	1936-37	5	276	21	33	62·0	13	20	66·5	114	308	261
Bengal and North Western.	*1935-36*	*16*	*215*	*36*	*48*	*75·0*	*25*	*33*	*75·8*	*193*	*417*	*365*
	1936-37	15	207	35	46	76·1	24	32	75·0	202	435	382
Bombay, Baroda and Central India.	*1935-36*	*20*	*253*	*36*	*51*	*70·6*	*29*	*42*	*69·1*	*203*	*460*	*401*
	1936-37	20	258	35	50	70·0	31	43	72·1	217	477	418

** Excluding Electric multiple unit suburban trains.

†Figures for 1936-37 are based on actuals of 9 months (April to November 1936 and March 1937) and for the remaining 3 months, figures for which were not compiled due to labour unrest the actual for the corresponding months Dec. 35, January and February 36 have been adopted.

23.—*Statement of Loads of Trains of Class I Railways for the years 1935-36 and 1936-37*—concld.

Railway.	Year.	AVERAGE LOAD PER TRAIN (IN TERMS OF 4-WHEELERS) (EXCLUDING DEPARTMENTAL TRAINS).										
		Passenger trains.	Passenger including proportion of mixed.	Goods trains.						Goods and Proportion of mixed.		
				Main lines.			*Branch lines.*			*Main and Branch lines.*		
		No. of vehicles.	Gross weight including weight of engine.	Loaded wagons.	Total.	Percentage loaded of total.	Loaded wagons.	Total.	Percentage loaded of total.	Net or freight weight.	Gross weight including weight of engine.	Gross weight excluding weight of engine.
1	2	3	4	5	6	7	8	9	10	11	12	13
3′ 3½″ Gauge—*concld.*			Tons.							Tons.	Tons.	Tons.
Burma	*1935-36*	*18*	*222*	*40*	*55*	*71·7*	*14*	*20*	*69·3*	*201*	*459*	*383*
	1936-37	18	221	39	55	71·6	15	22	68·9	203	463	389
Eastern Bengal	*1935-36*	*21*	*277*	*33*	*47*	*71·0*	*21*	*34*	*62·7*	*170*	*463*	*401*
	1936-37	21	275	33	47	70·0	19	28	67·7	166	464	403
Jodhpur	*1935-36*	*18*	*273*	*36*	*52*	*69·2*	*16*	*26*	*61·5*	*156*	*393*	*335*
	1936-37	20	266	38	53	71·7	14	23	60·9	169	412	357
Madras and Southern Mahratta.	*1935-36*	*14*	*217*	*27*	*35*	*76·5*	*17*	*22*	*74·2*	*131*	*372*	*299*
	1936-37	14	217	26	34	75·8	17	23	75·1	135	378	306
Nizam's State	*1935-36*	*11*	*210*	*28*	*37*	*76·7*	*15*	*15*	*100·0*	*203*	*494*	*416*
	1936-37	12	207	28	38	74·3	8	20	38·4	202	493	419
Rohilkund & Kumaon	*1935-36*	*13*	*194*	*21*	*32*	*65·6*	*12*	*22*	*54·5*	*136*	*301*	*243*
	1936-37	13	198	20	30	66·7	12	21	57·1	137	305	252
South Indian	*1935-36*	*15*	*189*	*32*	*45*	*70·8*	*21*	*31*	*69·8*	*164*	*440*	*375*
	1936-37	14	180	32	44	72·6	21	30	69·5	160	438	374
Average for 3′ 3½″ gauge.	*1935-36*	*16*	*226*	*33*	*46*	*72·3*	*22*	*31*	*70·5*	*171*	*417*	*353*
	1936-37	15	222	32	45	72·2	22	31	72·0	175	424	360
2′ 6″ and 2′ 0″ Gauges.												
Bengal Nagpur†	*1935-36*									*65*	*214*	*162*
	1936-37									64	213	228
Bombay, Baroda and Central India.	*1935-36*									*42*	*119*	*91*
	1936-37									44	122	93
Eastern Bengal	*1935-36*									*11*	*53*	*40*
	1936-37									12	51	39
Great Indian Peninsula	*1935-36*									*25*	*118*	*70*
	1936-37									31	126	78
North Western	*1935-36*									*33*	*140*	*91*
	1936-37									39	143	100
South Indian	*1935-36*									*32*	*121*	*81*
	1936-37									30	117	77
Average for 2′ 6″ and 2′ 0″ gauges.	*1935-36*									*45*	*165*	*116*
	1936-37									48	168	120

† Please see footnote on page 140.

24.—Statement* of vehicles and wagons and their usage on Class I Railways for the years 1935-36 and 1936-37.

Railway.	Year.	COACHING STOCK. Average authorised stock (in units). Passenger carriages.	Other coaching vehicles.	Average number on line. Passenger Carriages. In units.	In terms of 4-wheelers.	Other Coaching Vehicles. In units.	In terms of 4-wheelers.	Vehicle miles per vehicle day (in terms of 4-wheelers.)	GOODS STOCK. Average authorised stock (in units).	Average number of wagons owned. In units.	In terms of 4-wheelers.	Average number of wagons on line daily pooled and non-pooled (in terms of 4-wheelers).	Average starting wagon load (in tons) (in terms of 4-wheelers). Coal and coke.	Heavy merchandise.	Light merchandise.	Average wagon load during the run (in tons) (in terms of 4-wheelers). All Traffic.	Wagon miles per wagon day. (In terms of 4-wheelers).	Net ton miles per wagon day (in terms of 4-wheelers).
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
5' 6" Gauge.																		
Bengal Nagpur	*1935-36*	*842*	*394*	*607*	*1,576*	*247*	*334*	*123*	*22,845*	*22,926*	*24,565*	*22,575*	*20·6*	*18·3*	*12·6*	*15·0*	*35·5*	*353*
		(a)	(a)	(a)	(a)	(a)	(a)	(a)	(a)	(a)	(a)	(a)	(a)	(a)	(a)	(a)	(a)	(a)
	1936-37	825	398	788	1,553	239	328	126	22,841	22,845	24,487	21,514	20·5	18·3	12·4	14·1	36·6	344
Bombay, Baroda and Central India.	*1935-36*	*626*	*293*	*561*	*1,083*	*195*	*228*	*114*	*10,094*	*9,198*	*9,455*	*9,209*	*21·0*	*13·7*	*9·99*	*12·3*	*33·1*	*295*
	1936-37	613	296	566	1,097	202	232	114	9,987	9,208	9,465	9,351	20·8	13·8	9·90	12·4	31·5	318
Eastern Bengal	*1935-36*	*501*	*364*	*732*	*1,426*	*250*	*266*	*131*	*7,934*	*7,865*	*8,019*	*7,091*	*19·8*	*13·3*	*7·89*	*9·77*	*22·9*	*160*
	1936-37	792	393	707	1,383	300	317	134	7,940	8,055	8,215	7,518	19·3	13·5	8·19	9·46	25·4	172
East Indian	*1935-36*	*2,139*	*862*	*2,549*	*4,767*	*662*	*842*	*133*	*49,079*	*48,596*	*49,033*	*48,384*	*20·6*	*14·0*	*7·75*	*14·5*	*34·6*	*328*
	1936-37	2,119	854	2,518	4,712	651	820	132	49,031	48,896	49,333	48,254	20·6	14·0	7·82	14·5	36·0	343
Great Indian Peninsula.	*1935-36*	*1,150*	*793*	*1,128*	*2,276*	*552*	*675*	*168*	*17,130*	*17,172*	*18,431*	‡*16,831*	*20·2*	*15·5*	*12·1*	*11·7*	‡*46·9*	‡*407*
	1936-37	1,145	757	1,123	2,274	532	652	162	17,118	17,348	18,632	18,599	20·2	15·3	12·2	11·6	47·4	390
Madras and Southern Mahratta.	*1935-36*	*631*	*319*	*696*	*1,186*	*222*	*236*	*106*	*5,803*	*5,979*	*6,060*	*5,787*	*20·0*	*12·3*	*6·50*	*11·3*	*46·4*	*369*
	1936-37	631	315	684	1,180	224	238	108	5,803	6,103	6,191	6,403	20·5	12·3	6·55	11·2	45·0	358
Nizam's State	*1935-36*	*113*	*55*	*122*	*213*	*35*	*38*	*148*	*2,036*	†*2,110*	†*2,110*	*2,000*	*20·0*	*16·6*	*6·28*	*12·7*	*40·9*	*361*
	1936-37	118	55	117	203	34	37	157	2,081	†2,106	†2,106	2,024	20·2	16·4	6·75	13·2	43·5	399
North Western	*1935-36*	*2,454*	*1,359*	*2,401*	*4,629*	*937*	*1,014*	*120*	*28,321*	*28,145*	*29,106*	*28,313*	*19·9*	*13·1*	*7·89*	*9·81*	*32·1*	*238*
	1936-37	2,434	1,336	2,375	4,580	926	1,003	122	28,326	27,984	28,944	28,100	18·8	13·2	7·73	10·3	34·9	267
South Indian	*1935-36*	*324*	*128*	*315*	*639*	*102*	*111*	*124*	*2,299*	*2,299*	*2,311*	*2,154*	*21·1*	*15·0*	*9·33*	*9·72*	*33·1*	*249*
	1936-37	324	126	320	648	107	116	126	2,297	2,298	2,310	2,155	20·2	15·3	9·55	10·5	33·7	280
Total 5' 6" Gauge and average.	*1935-36*	*9,085*	*4,550*	*9,314*	*17,795*	*3,205*	*3,744*	*130*	*145,591*	*144,290*	*149,090*	‡*142,249*				*12·6*	*35·1*	*309*
	1936-37	9,001	4,528	9,203	17,636	3,215	3,752	130	145,474	144,843	149,683	143,918				12·6	37·0	324
3' 3½" Gauge.																		
Assam Bengal	*1935-36*	*615*	*244*	*613*	*1,183*	*123*	*135*	*86*	*6,319*	*5,172*	*5,656*	*5,410*	*10·4*	*7·93*	*6·27*	*6·71*	*25·8*	*118*
	1936-37	609	250	606	1,175	133	146	94	5,356	5,248	5,755	5,601	10·6	7·87	5·49	6·65	26·2	119
Bengal and North Western.	*1935-36*	*1,318*	*249*	*1,303*	*1,859*	*64*	*55*	*124*	*10,379*	*11,610*	*11,763*	*11,846*	*10·3*	*9·00*	*5·09*	*7·23*	*24·2*	*135*
	1936-37	1,266	277	1,296	1,857	54	55	128	10,031	11,626	11,974	12,035	10·4	8·77	4·65	7·36	25·6	145
Bombay, Baroda & Central India.	*1935-36*	*1,430*	*285*	*1,221*	*2,213*	*179*	*220*	*92*	*8,897*	*452*	*9,924*	*9,895*	*9·19*	*9·39*	*6·05*	*7·01*	*33·6*	*190*
	1936-37	1,430	282	1,174	2,126	187	228	92	8,869	8,577	10,064	10,000	9·19	9·37	6·42	7·27	30·8	207
Burma	*1935-36*	*937*	*414*	*735*	*1,415*	*180*	*210*	*117*	*9,153*	*9,153*	*10,012*	*9,261*	*11·6*	*12·1*	*6·19*	*8·01*	*29·9*	*181*
	1936-37	832	394	719	1,434	172	205	121	9,094	9,094	9,953	9,363	12·0	12·2	6·15	7·98	29·8	179

*Does not include electric multiple unit suburban service stock.

†Excludes 20 covered wagons used as coaching vehicles.

(a) The figures shown in columns 3 to 8 and 10 to 12 are actuals for 12 months and in the rest, are based on 9 months' actuals from April to November 1936 and March 1937 and 3 months for December 1935, January and February 1936—the figures for these three months in 1936-37 not being compiled due to labour unrests.

‡ Revised figures.

24.–Statement§ of vehicles and wagons and their usage on Class I Railways for the years 1935-36 and 1936-37 —concld.

Railway.	Year.	COACHING STOCK. Average authorised stock (in units). Passenger carriages.	Other coaching vehicles.	Average number on line. Passenger Carriages. In units.	In terms of 4-wheelers.	Other Coaching Vehicles. In units.	In terms of 4-wheelers.	Vehicle miles per vehicle day (in terms of 4-wheelers).	GOODS STOCK. Average authorised stock (in units).	Average number of wagons owned. In units.	In terms of 4-wheelers.	Average number of wagons on line daily pooled and non-pooled (in terms of 4-wheelers).	Average starting wagon load (in tons) (in terms of 4-wheelers). Coal and coke.	Heavy merchandise.	Light merchandise.	Average wagon load during the run (in tons) (in terms of 4-wheelers). All Traffic.	Wagon miles per wagon day (in terms of 4-wheelers).	Net ton miles per wagon day (in terms of 4-wheelers).
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
5′ 3½″ Gauge—*concld.*																		
Eastern Bengal	*1935-36*	*770*	*317*	*710*	*1,333*	*203*	*216*	*100*	*5,034*	*5,129*	*6,882*	*6,424*	*9·34*	*7·95*	*6·82*	*5·81*	*26·3*	*106*
	1936-37	755	353	675	1,290	251	259	104	5,029	5,407	7,170	6,830	9·37	7·82	6·89	5·67	26·0	105
Jodhpur	*1935-36*	*254*	*87*	*249*	*426*	*26*	*33*	*121*	*2,412*	*2,359*	*2,576*	*2,688*	*10·2*	*8·63*	*4·16*	*5·73*	*36·3*	*154*
	1936-37	260	87	257	440	26	33	124	2,461	2,449	2,679	2,706	10·4	8·47	4·66	5·82	40·3	178
Madras and Southern Mahratta.	*1935-36*	*878*	*227*	*861*	*1,433*	*171*	*181*	*94*	*7,275*	*7,564*	*7,938*	*7,803*	*11·0*	*8·11*	*4·75*	*6·15*	*27·9*	*134*
	1936-37	871	229	857	1,444	206	216	99	7,285	7,472	7,859	7,744	11·5	8·04	4·70	6·30	30·3	148
Nizam's State	*1935-36*	*143*	*41*	*148*	*231*	*16*	*16*	*128*	*1,346*	*†1,311*	*†1,317*	*1,301*	*9·81*	*9·79*	*5·96*	*7·60*	*29·3*	*172*
	1936-37	132	41	140	224	16	16	140	1,341	††1,369	††1,315	1,308	9·77	9·71	6·03	7·68	33·4	192
Rohilkund & Kumaon.	*1935-36*	*244*	*88*	*224*	*338*	*42*	*43*	*103*	*2,669*	*2,832*	*2,872*	*2,672*	*11·6*	*11·4*	*9·12*	*10·5*	*15·6*	*96*
	1936-37	241	89	221	335	36	37	106	2,669	2,812	2,852	2,595	10·8	11·6	9·32	10·7	18·0	112
South Indian	*1935-36*	*1,236*	*166*	*1,218*	*2,426*	*138*	*222*	*102*	*5,190*	*5,214*	*7,344*	*7,155*	*10·1*	*8·16*	*5·11*	*6·17*	*23·2*	*105*
	1936-37	1,229	187	1,234	2,462	129	224	102	5,163	5,176	7,302	6,903	10·1	8·23	4·96	5·99	24·5	108
Total 5′ 3½″ Gauge and Average.	*1935-36*	*7,825*	*2,138*	*7,290*	*12,557*	*1,137*	*1,331*	*104*	*57,674*	*58,796*	*66,235*	*64,455*				*6·88*	*28·1*	*142*
	1936-37	7,625	2,189	7,179	12,787	1,222	1,419	107	58,178	59,370	66,923	65,088				6·93	28·9	150
2′ 6″ & 2′ 0″ Gauges.																		
Bengal Nagpur	*1935-36*	*395*	*57*	*379*	*749*	*24*	*47*	*69*	*1,950*	*1,950*	*3,860*	*3,749*				*3·66*	*11·9*	*30*
	1936-37	391 (a)	56 (a)	373 (a)	740 (a)	24 (a)	47 (a)	70 (a)	1,950 (a)	1,950 (a)	3,860 (a)	3,737 (a)				3·55 (a)	12·6 (a)	32 (a)
Bombay, Baroda and Central India.	*1935-36*	*71*	*1*	*67*	*134*	*1*	*2*	*	*315*	*302*	*506*	*503*				*4·58*	*9·34*	*27*
	1936-37	71	1	71	141	1	2	*	322	311	518	516				5·03	10·0	32
Eastern Bengal	*1935-36*	*63*	*Nil*	*49*	*55*	*Nil*	*Nil*	*53*	*25*	*24*	*24*	*‡21*				*1·14*	*‡8·21*	*‡3*
	1936-37	55	Nil	51	64	Nil	Nil	45	25	24	24	22				1·38	5·56	7
Great Indian Peninsula.	*1935-36*	*49*	*3*	*49*	*93*	*2*	*2*	*88*	*201*	*201*	*397*	*397*				*2·72*	*15·8*	*38*
	1936-37	49	3	49	93	2	2	81	201	201	397	397				3·03	19·6	45
North Western	*1935-36*	*299*	*74*	*294*	*565*	*61*	*103*	*33*	*760*	*761*	*1,365*	*1,227*				*3·46*	*19·1*	*44*
	1936-37	300	70	291	561	58	100	32	762	763	1,369	1,225				3·90	20·3	52
South Indian	*1935-36*	*34*	*1*	*34*	*68*	*Nil*	*Nil*	*73*	*78*	*78*	*156*	*156*				*2·72*	*11·2*	*24*
	1936-37	34	1	34	68	Nil	Nil	129	78	78	156	156				2·68	12·4	25
Total 2′ 6″ & 2′ 0″ Gauges and Average.	*1935-36*	*911*	*136*	*872*	*1,664*	*88*	*154*	*43*	*3,329*	*3,316*	*6,303*	*6,038*				*3·53*	*13·6*	*31*
	1936-37	900	131	869	1,667	85	151	45	3,338	3,327	6,324	6,053				3·64	14·3	37

*Information not available.

§ Does not include electric multiple unit suburban service stock.

†Excludes 20 open wagons high sided, coupled to goods brake-vans and 2 wagons high sided temporarily used as water tanks

†† " 18 " " " " " 2 open Wagons lowsided " " "

(a) For explanation see footnote on page 142.

‡Revised figures.

25.—*Statement of Density of Traffic on Class I Railways for the years 1935-36 and 1936-37.*

Railway.	Year.	Passenger miles per annum (Including Departmental).		Net ton miles per annum (Including Departmental).		Gross ton miles per annum (Including Departmental & weight of engine).		Train miles per running track mile per day (Including Departmental).
		Per running track mile.	Per route mile.	Per running track mile.	Per route mile.	Per running track mile.	Per route mile.	
1	2	3	4	5	6	7	8	9
5′ 6″ Gauge.								
Bengal Nagpur . .	*1935-36*	*293,953*	*329,948*	*1,061,373*	*1,168,633*	*3,321,631*	*3,658,596*	*13·0*
	1936-37	282,719	312,031	984,335	1,083,810	(a) 3,231,555	(a) 3,559,386	(a) 12·9
Bombay, Baroda and Central India.	*1935-36*	*715,154*	*874,378*	*643,014*	*795,600*	*2,395,899*	*2,929,332*	*10·5*
	1936-37	718,067	877,790	696,505	860,693	2,576,064	3,149,072	10·8
Eastern Bengal . .	*1935-36*	*597,820*	*739,838*	*445,963*	*551,906*	*3,079,857*	*3,811,509*	*17·7*
	1936-37	635,847	787,404	469,917	581,551	3,193,852	3,690,010	18·4
East Indian . .	*1935-36*	*617,750*	*774,633*	*1,068,711*	*1,333,298*	*3,743,999*	*4,664,455*	*14·7*
	1936-37	604,103	758,170	1,109,652	1,385,512	3,819,853	4,762,844	15·0
Great Indian Peninsula.	*1935-36*	*418,363*	*523,319*	*579,603*	*725,009*	*2,653,367*	*3,319,024*	*13·7*
	1936-37	424,216	530,640	611,066	765,492	2,740,709	3,428,279	13·9
Madras and Southern Mahratta.	*1935-36*	*562,373*	*591,218*	*650,322*	*683,649*	*3,051,218*	*3,207,582*	*14·6*
	1936-37	599,866	588,582	691,274	726,700	3,270,381	3,437,976	15·4
Nizam's State . .	*1935-36*	*244,173*	*244,173*	*387,322*	*387,322*	*1,551,922*	*1,551,922*	*6·94*
	1936-37	259,703	259,703	430,975	430,975	1,638,716	1,638,716	7·08
North Western . .	*1935-36*	*410,936*	*469,042*	*360,700*	*411,703*	*1,778,599*	*2,030,090*	*8·78*
	1936-37	412,288	470,575	397,526	453,725	1,820,855	2,078,276	8·93
South Indian . .	*1935-36*	*502,890*	*502,890*	*311,943*	*311,943*	*2,071,979*	*2,071,979*	*14·8*
	1936-37	522,895	522,895	361,666	361,666	2,262,670	2,262,670	15·6
Total 5′ 6″ gauge . .	*1935-36*	*479,711*	*563,032*	*671,388*	*788,001*	*2,703,912*	*3,173,555*	*12·1*
	1936-37	479,025	562,338	697,291	818,564	2,770,343	3,252,165	12·3
3′ 3½″ Gauge.								
Assam Bengal . .	*1935-36*	*224,566*	*224,566*	*186,104*	*186,104*	*874,155*	*874,155*	*7·99*
	1936-37	264,424	264,424	196,776	196,776	940,966	940,966	8·84
Bengal and North Western.	*1935-36*	*512,804*	*515,157*	*288,485*	*289,808*	*628,164*	*631,045*	*10·9*
	1936-37	504,502	506,819	313,914	315,355	679,954	683,076	11·6
Bombay, Baroda and Central India.	*1935-36*	*448,960*	*449,533*	*313,504*	*313,905*	*1,249,198*	*1,250,794*	*9·96*
	1936-37	455,746	456,382	367,330	367,833	1,366,167	1,368,037	10·5
Burma . . .	*1935-36*	*212,636*	*233,988*	*283,464*	*311,929*	*1,091,785*	*1,201,420*	*9·16*
	1936-37	214,393	235,822	285,132	313,765	1,097,969	1,208,225	9·21

(a) Represents actual figures of Tare ton miles and Train miles from April to November 1936 and March 1937 and three months figures for December 1935 and January and February 1936—figures for these three months in 1936-37 not being available due to labour unrest.

25.—*Statement of Density of Traffic on Class I Railways for the years 1935-36 and 1936-37*—concld.

Railway.	Year.	Passenger miles per annum. (Including Departmental.)		Net ton miles per annum. (Including Departmental.)		Gross ton miles per annum. (Including Departmental and weight of engine).		Train miles per running track mile per day. (Including Departmental.)
		Per running track mile.	Per route mile.	Per running track mile.	Per route mile.	Per running track mile.	Per route mile.	
1	2	3	4	5	6	7	8	9
3′ 3¾″ GAUGE—*concld.*								
Eastern Bengal	*1935-36*	*353,794*	*356,200*	*233,822*	*235,412*	*1,344,769*	*1,353,913*	*10·8*
	1936-37	396,329	399,024	249,054	250,747	1,440,143	1,449,935	11·5
Jodhpur	*1935-36*	*188,666*	*188,666*	*159,910*	*159,910*	*653,639*	*653,639*	*5·32*
	1936-37	193,849	193,849	179,270	179,270	706,450	706,450	5·64
Madras and Southern Mahratta.	*1935-36*	*241,585*	*241,718*	*188,688*	*188,792*	*952,893*	*953,420*	*9·24*
	1936-37	225,252	225,376	204,330	204,443	1,033,071	1,033,643	9·98
Nizam's State	*1935-36*	*246,067*	*252,713*	*125,007*	*128,383*	*630,394*	*647,420*	*5·85*
	1936-37	270,793	278,107	138,614	142,358	677,701	696,005	6·27
Rohilkund and Kumaon.	*1935-36*	*304,073*	*304,691*	*175,523*	*175,880*	*756,517*	*758,055*	*8·82*
	1936-37	301,451	302,065	195,205	195,602	817,521	819,185	9·32
South Indian	*1935-36*	*511,391*	*521,769*	*165,724*	*169,091*	*1,183,571*	*1,207,578*	*14·7*
	1936-37	542,577	553,581	160,462	163,720	1,180,411	1,204,351	15·8
Total 3′ 3¾″ Gauge	*1935-36*	*344,344*	*350,863*	*230,710*	*235,077*	*1,054,309*	*1,074,266*	*9·68*
	1936-37	354,976	361,779	248,189	252,946	1,117,729	1,139,151	10·3
2′ 6″ AND 2′ 0″ GAUGES.								
Bengal Nagpur	*1935-36*	*90,320*	*90,320*	*48,106*	*48,106*	*348,412*	*348,412*	*5·08*
	1936-37	85,274	85,274	49,474	49,474	(a) 356,726	(a)356,726	(a) 5·25
Bombay, Baroda and Central India.	*1935-36*	*124,306*	*124,306*	*24,954*	*24,954*	*172,424*	*172,424*	*4·93*
	1936-37	126,618	126,618	29,392	29,392	187,478	187,478	5·20
Eastern Bengal	*1935-36*	*156,076*	*156,076*	*1,743*	*1,743*	*163,294*	*163,294*	*8·17*
	1936-37	168,091	168,091	2,029	2,029	167,520	167,520	8·44
Great Indian Peninsula	*1935-36*	*49,868*	*49,868*	*25,223*	*25,223*	*245,807*	*245,807*	*5·81*
	1936-37	38,268	38,268	30,828	30,828	232,738	232,738	5·59
North Western	*1935-36*	*51,935*	*51,935*	*30,241*	*30,241*	*236,317*	*236,317*	*4·45*
	1936-37	48,655	48,655	35,043	35,043	231,312	231,312	4·39
South Indian	*1935-36*	*74,965*	*74,965*	*14,342*	*14,342*	*172,165*	*172,165*	*4·59*
	1936-37	167,997	167,997	14,348	14,348	298,694	298,694	9·49
Total 2′ 6″ and 2′ 0″ Gauges.	*1935-36*	*77,817*	*77,817*	*35,197*	*35,197*	*273,596*	*273,596*	*4·93*
	1936-37	78,011	78,011	38,229	38,229	281,379	281,379	5·20
Total Class I Railways	*1935-36*	*409,935*	*452,294*	*479,440*	*528,981*	*1,982,831*	*2,187,718*	*10·9*
	1936-37	413,638	456,639	502,250	554,464	2,049,278	2,262,320	11·2

(a) See remarks on page 144.

26 (a).—*Statement of Repairs of Rolling Stock of Class I Railways*

Railway.	Year.	Engines. Average number under or awaiting repairs daily. In Mechanical Workshops. Number.	In Mechanical Workshops. Percentage of column 3 to average total No. on line.	In sheds and transportation Workshops. Number.	In sheds and transportation Workshops. Percentage of column 5 to average total No. on line.	Coaching Stock. Average number under or awaiting repairs daily (in units). In Mechanical Workshops. Passenger Carriages.	Other Coaching Vehicles.	Percentage of column 7 to average total No. on line.	Percentage of column 8 to average total No. on line.
1	2	3	4	5	6	7	8	9	10
5′ 6″ Gauge.									
Bengal-Nagpur	*1935-36*	*41*	*6·13*	*94*	*14·0*	*89*	*36*	*11·1*	*12·4*
	1936-37	(*b*) 40	(*b*)6·08	(*b*) 95	(*b*)14·3	92	41	11·7	15·4
Bombay, Baroda and Central India	*1935-36*	*20*	*5·56*	*46*	*12·8*	*99*	*24*	*17·7*	*11·9*
	1936-37	16	4·50	43	11·9	81	22	14·3	10·9
Eastern Bengal	*1935-36*	*24*	*7·95*	*44*	*14·6*	*94*	*27*	*12·8*	*10·6*
	1936-37	24	8·16	38	12·8	98	53	13·8	17·7
East Indian	*1935-36*	*53*	*3·36*	*180*	*11·4*	*167*	*29*	*6·55*	*4·38*
	1936-37	61	3·87	186	11·8	147	21	5·84	3·23
Great Indian Peninsula — Steam	*1935-36*	*25*	*3·31*	*112*	*15·1*	*85*	*27*	*7·53*	*4·89*
	1936-37	28	3·98	104	14·8	70	27	6·20	5·07
Great Indian Peninsula — Electric*	*1935-36*	*4*	*6·15*	*6*	*9·23*				
	1936-37	4	6·15	6	9·23				
Madras and Southern Mahratta	*1935-36*	*29*	*9·64*	*42*	*14·1*	*61*	*19*	*8·72*	*8·63*
	1936-37	35	11·4	38	12·6	54	14	7·98	6·15
Nizam's State	*1935-36*	*8*	*9·41*	*8*	*9·41*	*12*	*3*	*9·84*	*8·67*
	1936-37	7	8·33	6	7·14	8	2	6·84	5·88
North Western	*1935-36*	*60*	*4·84*	*139*	*11·3*	*217*	*72*	*9·03*	*7·68*
	1936-37	76	6·25	144	11·8	220	75	9·26	8·10
South Indian	*1935-36*	*10*	*6·49*	*24*	*15·3*	*28*	*7*	*8·89*	*6·86*
	1936-37	8	5·42	20	12·8	20	5	6·25	4·67
Total 5′ 6″ gauge — Steam	*1935-36*	*270*	*4·96*	*689*	*12·7*	*852*	*244*	*9·15*	*7·61*
	1936-37	295	5·49	674	12·5	790	260	8·58	8·09
Total 5′ 6″ gauge — Electric*	*1935-36*	*4*	*6·15*	*6*	*9·23*				
	1936-37	4	6·15	6	9·23				
3′ 3⅜″ Gauge.									
Assam-Bengal	*1935-36*	*7*	*3·45*	*22*	*10·8*	*70*	*21*	*11·4*	*5·69*
	1936-37	8	3·86	18	8·70	61	22	10·1	6·02
Bengal and North-Western	*1935-36*	*6*	*1·58*	*13*	*3·42*	*72*	*1*	*5·50*	*1·85*
	1936-37	8	2·22	16	4·43	69	2	5·32	3·70
Bombay, Baroda and Central India	*1935-36*	*21*	*4·54*	*47*	*10·2*	*70*	*6*	*5·72*	*3·35*
	1936-37	20	4·32	45	10·1	82	13	6·98	6·95
Burma	*1935-36*	*12*	*3·04*	*27*	*7·01*	*26*	*2*	*3·59*	*1·05*
	1936-37	12	3·33	21	5·47	30	2	4·21	1·18

* Excluding Electric multiple unit suburban trains.

(*b*) Represents actual figures from April to November 1936 and March 1937 and three months figures for December 1935 and January and February 1936—figures for these three months in 1936-37 not being available due to labour unrest.

for the years 1935-36 and 1936-37.

Coaching Stock.				Goods Stock.				Hot Boxes Average Number (Monthly).				Railway.
Average number under or awaiting repairs daily (in units).				Average number of unserviceable Wagons daily (in terms of 4-wheelers).				Coaching.		Goods.		
In Sick lines and transportation workshops.				In Mechanical Workshops.		In Sick lines and transportation Workshops.						
Passenger carriages.	Other Coaching Vehicles.	Percentage of column 11 to average total No. on line.	Percentage of column 12 to average total No. on line.	Number.	Percentage of column 15 to average total No. on line daily.	Number.	Percentage of column 17 to average total No. on line daily.	Number.	Per 10,000,000 Vehicle miles.	Number.	Per 1,000,000 Wagon miles.	
11	12	13	14	15	16	17	18	19	20	21	22	23
												5' 6" Gauge.
29	*19*	*3·59*	*5·62*	*745*	*3·30*	*1,726*	*7·64*	*2*	*2·24*	*190*	*7·31*	Bengal-Nagpur.
(b)32	(b)17	(b)4·06	(b)5·25	(b)747	(b)3·47	(b)1,520	(b)7·06	(b)2	(b)1·99	(b)196	(b)7·67	
2	*1*	*0·37*	*0·72*	*232*	*2·54*	*201*	*2·18*	*1*	*1·03*	*43*	*4·47*	Bombay, Baroda and Central India.
4	3	0·74	1·40	211	2·26	291	3·12	2	3·05	33	3·19	
4	*2*	*0·53*	*0·69*	*65*	*0·91*	*872*	*12·3*	*1*	*1·85*	*31*	*4·67*	Eastern Bengal.
4	3	0·53	0·86	65	0·86	808	10·7	1	1·46	28	3·95	
90	*20*	*3·53*	*3·02*	*344*	*0·71*	*6,282*	*13·0*	*13*	*5·25*	*630*	*11·5*	East Indian.
78	15	3·10	2·30	290	0·60	5,772	12·0	17	7·41	501	8·85	
45	*21*	*4·02*	*3·82*	*191*	*1·01*	*544*	*2·87*	*6*	*4·06*	*131*	*5·16*	Great Indian Peninsula. Steam.
48	29	4·28	5·49	207	1·11	664	3·57	6	4·20	129	4·59	*Electric.
5	*1*	*0·65*	*0·44*	*83*	*1·44*	*107*	*1·85*	*2*	*3·12*	*40*	*4·41*	Madras and Southern Mahratta.
5	1	0·74	0·40	68	1·06	226	3·53	2	4·20	35	3·71	
1	..	*0·82*	(a) *0·71*	*26*	*1·30*	*54*	*2·70*	*2*	*19·8*	*12*	*4·44*	Nizam's State.
3	..	2·77	(a) 1·18	14	0·69	68	3·36	1	11·9	11	3·90	
64	*19*	*2·65*	*2·07*	*469*	*1·66*	*1,814*	*6·41*	*8*	*3·77*	*135*	*4·52*	North Western.
90	24	3·77	2·54	462	1·64	2,220	7·90	11	5·03	172	5·42	
10	*2*	*3·11*	*2·05*	*28*	*1·30*	*22*	*1·02*	*1*	*1·16*	*3*	*1·22*	South Indian.
9	2	2·96	1·92	22	1·02	54	2·50	..	(a)0·28	4	1·45	
250	*85*	*2·68*	*2·65*	*2,183*	*1·51*	*11,622*	*8·05*	*36*		*1,215*		Total 5' 6" Gauge. Steam.
273	94	2·97	2·92	2,086	1·45	11,623	8·08	42		1,109		*Electric.
												3' 3½" Gauge.
2	..	*0·29*	(a) *0·24*	*64*	*1·18*	*71*	*1·31*	*23*	*63·0*	*59*	*13·0*	Assam-Bengal.
1	..	0·18	(a) 0·22	57	1·02	53	0·94	8	19·0	46	9·00	
2	*Nil*	*0·15*	*Nil*	*88*	*0·74*	*119*	*1·00*	*2*	*2·18*	*22*	*1·75*	Bengal and North-Western.
2	Nil	0·15	Nil	113	0·94	120	0·99	3	3·66	15	1·31	
16	*1*	*1·27*	*0·57*	*45*	*0·46*	*190*	*1·92*	*43*	*56·1*	*315*	*26·2*	Bombay, Baroda and Central India.
15	1	1·28	0·63	60	0·59	225	2·24	29	39·7	319	25·8	
18	*2*	*2·47*	*1·37*	*42*	*0·45*	*205*	*2·21*	*1*	*2·10*	*20*	*2·00*	Burma.
18	3	2·49	1·76	40	0·43	192	2·05	1	0·94	9	0·97	

(a) The presence of this figure in the absence of the figure of which it is a percentage is due to the latter being less than half.

(b) See remarks on page 146.

26 (a).—Statement of Repairs of Rolling Stock of Class I Railways

Railway.	Year.	Engines. Average number under or awaiting repairs daily. In Mechanical Workshops. Number.	In Mechanical Workshops. Percentage of column 3 to average total No. on line.	In sheds and transportation Workshops. Number.	In sheds and transportation Workshops. Percentage of column 5 to average total No. on line.	Coaching Stock. Average number under or awaiting repairs daily (in units). In Mechanical Workshops. Passenger Carriages.	Other Coaching Vehicles.	Percentage of column 7 to average total No. on line.	Percentage of column 8 to average total No. on line.
1	2	3	4	5	6	7	8	9	10
3' 3½" Gauge—*concld.*									
Eastern Bengal	*1935-36*	*7*	*3·08*	*23*	*11·0*	*58*	*11*	*8·17*	*5·30*
	1936-37	5	2·54	37	17·7	52	11	7·71	4·51
Jodhpur	*1935-36*	*3*	*2·80*	*6*	*5·66*	*23*	*3*	*9·24*	*11·5*
	1936-37	4	3·85	5	4·81	25	3	9·73	11·5
Madras and Southern Mahratta	*1935-36*	*27*	*7·58*	*39*	*10·8*	*70*	*11*	*8·10*	*6·68*
	1936-37	22	6·29	39	11·1	73	11	8·55	5·31
Nizam's State	*1935-36*	*7*	*8·05*	*7*	*8·05*	*15*	*1*	*10·1*	*6·25*
	1936-37	5	5·75	3	3·45	10	1	7·14	6·25
Rohilkund and Kumaon	*1935-36*	*3*	*3·93*	*2*	*2·10*	*13*	*5*	*5·78*	*11·1*
	1936-37	3	4·08	3	3·14	10	3	4·49	8·64
South Indian — Steam	*1935-36*	*23*	*5·94*	*56*	*14·4*	*95*	*13*	*7·80*	*9·42*
	1936-37	15	3·90	45	11·7	73	6	5·92	4·32
South Indian — Electric*	*1935-36*	..	*(a)8·25*	*Nil*	*Nil*				
	1936-37	Nil	Nil	Nil	Nil				
Total 3' 3½" Gauge — Steam	*1935-36*	*116*	*4·34*	*242*	*9·05*	*512*	*74*	*7·02*	*6·51*
	1936-37	102	3·85	232	8·76	485	74	6·76	6·06
Total 3' 3½" Gauge — Electric*	*1935-36*	..	*(a)8·25*	*Nil*	*Nil*				
	1936-37	Nil	Nil	Nil	Nil				
2' 6" and 2' 0" Gauges.									
Bengal-Nagpur	*1935-36*	*9*	*8·12*	*14*	*12·5*	*24*	*2*	*6·37*	*8·64*
	1936-37	(b)8	(b)6·99	(b)14	(b)12·4	(b)19	1	5·09	3·80
Bombay, Baroda and Central India	*1935-36*	*2*	*6·41*	*3*	*13·1*	*1*	*1*	*1·61*	*8·33*
	1936-37	1	3·91	3	11·7	1	1	0·59	7·69
Eastern Bengal	*1935-36*	..	*(a) 3·89*	*2*	*25·1*	*2*	*Nil*	*4·73*	*Nil*
	1936-37	1	7·40	2	17·7	3	Nil	5·45	Nil
Great Indian Peninsula	*1935-36*	*2*	*9·09*	*3*	*13·6*	*2*	*Nil*	*4·08*	*Nil*
	1936-37	1	4·55	4	18·2	2	Nil	4·08	Nil
North Western	*1935-36*	*3*	*2·57*	*13*	*13·4*	*38*	*8*	*12·9*	*13·1*
	1936-37	4	3·88	14	14·0	34	7	11·7	12·1
South Indian	*1935-36*	..	*(a)4·00*	*1*	*12·1*	*Nil*	*Nil*	*Nil*	*Nil*
	1936-37	1	4·55	1	7·64	Nil	Nil	Nil	Nil
Total 2' 6" and 2' 0" Gauges	*1935-36*	*16*	*5·69*	*36*	*12·8*	*67*	*11*	*7·68*	*12·5*
	1936-37	16	5·71	38	13·6	59	9	6·79	10·6
Total Class I Railways — Steam	*1935-36*	*402*	*4·79*	*967*	*11·5*	*1,431*	*329*	*8·19*	*7·43*
	1936-37	413	4·97	944	11·4	1,334	343	7·73	7·59
Total Class I Railways — Electric*	*1935-36*	*4*	*6·15*	*6*	*9·23*				
	1936-37	4	6·15	6	9·23				

* Excluding electric multiple unit suburban trains.

(a) The presence of this figure in the absence of the figure of which it is a percentage is due to the latter being less than half.

(b) See remarks on page 146.

for the years 1935-36 and 1936-37—concld.

Coaching Stock.				Goods Stock.				Hot Boxes. Average number (Monthly).				Railway.
Average number under or awaiting repairs daily (in units).				Average number of unserviceable wagons daily (in terms of 4-wheelers).				Coaching.		Goods.		
In Sick lines and transportation Workshops.				In Mechanical Workshops.		In Sick lines and transportation Workshops.						
Passenger carriages.	Other Coaching Vehicles.	Percentage of column 11 to average total No. on line.	Percentage of column 12 to average total No. on line.	Number.	Percentage of column 15 to average total No. on line daily.	Number.	Percentage of column 17 to average total No. on line daily.	Number.	Per 10,000,000 vehicle miles.	Number.	Per 1,000,000 wagon miles.	
11	12	13	14	15	16	17	18	19	20	21	22	23
												3′ 3½″ Gauge—*concld.*
9	*3*	*1·24*	*1·25*	*67*	*1·04*	*243*	*3·78*	*2*	*3·59*	*4*	*0·76*	Eastern Bengal.
9	4	1·31	1·74	44	0·64	582	8·52	3	6·76	5	0·86	
1	..	*0·44*	*(a) 0·19*	*44*	*1·64*	*7*	*0·26*	*1*	*7·18*	*14*	*3·78*	Jodhpur.
1	..	0·38	(a) 0·39	50	1·85	10	0·37	2	11·0	14	4·00	
8	*2*	*0·98*	*1·02*	*40*	*0·51*	*119*	*1·52*	*12*	*28·9*	*64*	*8·55*	Madras and Southern Mahratta.
9	2	0·91	0·94	35	0·45	111	1·43	10	20·2	60	7·38	
2	..	*1·35*	*(a) 0·31*	*25*	*1·92*	*13*	*1·00*	*1*	*8·05*	*3*	*2·47*	Nizam's State.
4	..	2·83	(a) 1·94	8	0·61	28	2·14	2	13·7	4	2·45	
Nil	*Nil*	*Nil*	*Nil*	*26*	*0·98*	*19*	*0·69*	*1*	*6·20*	*8*	*5·09*	Rohilkund and Kumaon.
Nil	Nil	Nil	Nil	15	0·58	18	0·71	9	5·48	87	4·11	
16	*3*	*1·31*	*2·06*	*189*	*2·64*	*237*	*3·31*	*1*	*0·20*	*13*	*1·96*	South Indian. Steam
17	2	1·35	1·42	127	1·84	208	3·02	..	(a)0·10	5	0·74	South Indian. *Electric
74	*11*	*1·02*	*0·97*	*630*	*0·98*	*1,223*	*1·90*	*87*		*522*		Total 3′ 3½″ Gauge. Steam
76	12	1·06	0·98	549	0·84	1,547	2·38	67		564		Total 3′ 3½″ Gauge. *Electric
												2′ 6″ and 2′ 0″ Gauges.
15	*4*	*3·93*	*11·3*	*20*	*0·53*	*184*	*4·92*	..	*(a)2·39*	*6*	*3·84*	Bengal-Nagpur.
*(b)*16	*(b)*4	*(b)*4·20	*(b)*10·1	*(b)*17	*(b)*0·46	*(b)*220	*(b)*5·89	..	*(a) (b)* 0·95	*(b)*6	*(b)*3·46	
4	*1*	*5·70*	*25·0*	*1*	*0·25*	*12*	*2·34*	*Nil*	*Nil*	*Nil*	*Nil*	Bombay, Baroda and Central India.
7	Nil	9·46	Nil	Nil	Nil	17	3·39 †	Nil	Nil	Nil	Nil	
..	*Nil*	*(a) 0·33*	*Nil*	..	*(a) 0·48* †	..	*(a)0·43* †	*Nil*	*Nil*	*Nil*	*Nil*	Eastern Bengal.
..	Nil	(a) 0·02	Nil	..	(a) 1·96	..	(a)0·78	Nil	Nil	Nil	Nil	
2	*Nil*	*5·00*	*Nil*	*Nil*	*Nil*	*2*	*0·50*	*Nil*	*Nil*	*Nil*	*Nil*	Great Indian Peninsula.
2	Nil	3·31	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	
6	*4*	*2·13*	*6·46*	*9*	*0·73*	*52*	*4·24*	..	*(a)5·54*	*3*	*3·61*	North Western
4	1	1·46	2·52	12	0·98	37	3·02	..	(a)4·47	2	2·63	
2	*Nil*	*4·68*	*Nil*	*Nil*	*Nil*	*3*	*1·65*	*Nil*	*Nil*	*Nil*	*Nil*	South Indian.
1	Nil	3·03	Nil	Nil	Nil	1	0·64	Nil	Nil	..	(a)1·40	
29	*9*	*3·33*	*10·2*	*30*	*0·50*	*253*	*4·19*	..		*9*		Total 2′ 6″ and 2′ 0″ Gauges.
30	5	3·45	5·88	29	0·48	275	4·54	..		8		
353	*105*	*2·02*	*2·37*	*2,843*	*1·32*	*13,098*	*6·09*	*123*		*1,746*		Total Class I Railways. Steam
379	111	2·20	2·45	2,664	1·24	13,445	6·25	109		1,681		Total Class I Railways. Electric*

(*b*) See remarks on page 146.
† Revised figures.

26 (b).—Statement of cost of Repairs and Maintenance of Rolling Stock of

Railway.	Cost per equated engine mile.*		
	Mechanical workshops.	Transportation workshops.	Total.
1	2	3	4
5′ 6″ Gauge.	As.	As.	As.
Bengal Nagpur	1·35	0·87	2·22
Bombay, Baroda & Central India	1·91	1·44	3·35
Eastern Bengal	1·73	0·88	2·61
East Indian	1·56	1·16	2·72
Great Indian Peninsula	1·63	1·03	2·66
Madras and Southern Mahratta	2·08	1·15	3·23
Nizam's State	1·37	0·99	2·36
North Western	1·44	1·37	2·81
South Indian	1·51	1·13	2·64
Averages	..	..	2·72
3′ 3⅜″ Gauge.			
Assam Bengal	1·74	1·32	3·06
Bengal and North Western	1·16	1·33	2·49
Bombay, Baroda & Central India	3·24	1·77	5·01
Burma	1·25	1·12	2·37
Eastern Bengal	1·51	0·93	2·44
Jodhpur	1·52	1·91	3·43
Madras and Southern Mahratta	1·91	1·18	3·09
Nizam's State	2·16	1·16	3·32
Rohilkund and Kumaon	1·26	1·25	2·51
South Indian	1·53	1·33	2·86
Averages	..	..	3·04

* Cost per equated engine mile = cost per engine mile $\times \frac{20{,}000}{\text{Average Tractive Effort per engine}}$

Class I Railways for the year 1936-37.

Cost per carriage on line (in terms of 4-wheelers).			Cost per wagon on line (in terms of 4-wheelers).			Railway.
Mechanical workshops.	Transportation workshops.	Total.	Mechanical workshops.	Transportation workshops.	Total.	
5	6	7	8	9	10	11
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	5' 6" Gauge
648·6	125·9	774·5	104·4	45·3	149·7	Bengal Nagpur.
773·7	145·6	919·3	81·3	49·0	130·3	Bombay, Baroda & Central India.
601·4	92·2	693·6	70·7	26·1	96·8	Eastern Bengal.
511·3	89·0	600·3	52·8	34·8	87·6	East Indian.
638·1	182·2	820·3	62·5	45·1	107·6	Great Indian Peninsula.
484·8	74·0	558·8	81·8	18·1	99·9	Madras and Southern Mahratta.
523·0	76·8	599·8	54·0	24·7	78·7	Nizam's State.
460·5	61·7	522·2	80·6	35·2	115·8	North-Western.
296·5	58·3	354·8	44·9	10·6	55·5	South Indian.
		641·4			108·5	Averages.
						3' 3⅜" Gauge.
302·0	29·1	331·1	44·3	10·9	55·2	Assam Bengal.
156·4	66·7	223·1	27·7	13·0	40·7	Bengal and North Western.
379·0	70·4	449·4	41·1	25·2	66·3	Bombay, Baroda & Central India.
159·2	28·9	188·1	35·9	12·6	48·5	Burma.
434·8	61·8	496·6	39·0	18·3	57·3	Eastern Bengal.
411·7	39·3	451·0	44·1	9·20	53·3	Jodhpur.
278·7	40·2	318·9	29·9	8·71	38·6	Madras and Southern Mahratta.
396·8	44·5	441·3	56·0	19·2	75·2	Nizam's State.
193·2	42·7	235·9	18·3	5·12	23·4	Rohilkund and Kumaon.
200·7	31·3	232·0	28·2	1·97	30·2	South Indian.
		317·8			47·7	Averages.

27 (a).—*Statement of coal consumed on Class I Railways*

Railway.	Year.	Fuel consumed by locomotives (Tons).					Fuel consumed for pumping engines.	
		Foreign coal.	Indian coal.	Wood.	Oil fuel.	* Total (in terms of coal).	Foreign coal.	Indian coal.
1	2	3	4	5	6	7	8	9
5′ 6″ Gauge.								
Bengal Nagpur	*1935-36*	*Nil*	*778,531*	*Nil*	*Nil*	*778,531*	*Nil*	*109,502*
	1936-37	Nil	769,519	Nil	Nil	769,519	Nil	114,915
Bombay, Baroda and Central India.	*1935-36*	*Nil*	*278,486*	*3,250*	*Nil*	*279,786*	*Nil*	*19,708*
	1936-37	Nil	285,269	3,290	Nil	286,585	Nil	16,968
Eastern Bengal	*1935-36*	*Nil*	*285,843*	*Nil*	*Nil*	*285,843*	*Nil*	*58,252*
	1936-37	Nil	305,272	Nil	Nil	305,272	Nil	63,903
East Indian	*1935-36*	*Nil*	*1,352,853*	*335*	*Nil*	*1,352,987*	*Nil*	*167,822*
	1936-37	Nil	1,424,793	412	Nil	1,424,958	Nil	156,578
Great Indian Peninsula	*1935-36*	*Nil*	*818,568*	*156*	*20*	*818,666*	*Nil*	*100,822*
	1936-37	Nil	839,426	217	Nil	839,513	Nil	97,708
Madras and Southern Mahratta	*1935-36*	*Nil*	*276,611*	*7*	*151*	*276,889*	*Nil*	*14,451*
	1936-37	Nil	301,109	2	144	301,371	Nil	14,742
Nizam's State	*1935-36*	*Nil*	*86,322*	*195*	*Nil*	*86,400*	*Nil*	*3,362*
	1936-37	Nil	85,666	131	Nil	85,718	Nil	3,398
North Western	*1935-36*	*Nil*	*913,881*	*Nil*	*39,687*	*986,039*	*Nil*	*95,887*
	1936-37	Nil	910,993	Nil	48,970	1,000,029	26	94,048
South Indian	*1935-36*	*Nil*	*100,414*	*181*	..	*100,487*	*Nil*	*1,512*
	1936-37	Nil	103,097	196	..	103,175	Nil	1,561
Total 5′ 6″ Gauge	*1935-36*	*Nil*	*4,891,509*	*4,124*	*39,858*	*4,965,628*	*Nil*	*571,318*
	1936-37	Nil	5,025,144	4,248	49,114	5,116,140	26	563,911
3′ 3/8″ Gauge.								
Assam Bengal	*1935-36*	*Nil*	*93,758*	*Nil*	*Nil*	*93,758*	*Nil*	*13,720*
	1936-37	Nil	100,481	Nil	Nil	100,481	Nil	13,080
Bengal and North Western	*1935-36*	*Nil*	*189,388*	*Nil*	*Nil*	*189,388*	*Nil*	*52,576*
	1936-37	Nil	195,780	Nil	Nil	195,780	Nil	52,943
Bombay, Baroda and Central India.	*1935-36*	*Nil*	*230,731*	*3,058*	*Nil*	*231,954*	*Nil*	*17,968*
	1936-37	Nil	231,304	3,220	Nil	232,592	Nil	19,010
Burma	*1935-36*	*Nil*	*186,305*	*10,808*	*Nil*	*190,629*	*Nil*	*9,512*
	1936-37	Nil	179,721	11,728	Nil	184,412	Nil	8,976

* 2½ tons of wood = 0·55 ton of oil fuel.

during the years 1935-36 and 1936-37.

ALL OTHER PURPOSES SUCH AS FOR WORKSHOPS, STEAMERS, ETC. (TONS.)			TOTAL FUEL CONSUMED (TONS).					Railway.
Wood.	Oil fuel.	* Total (in terms of coal).	Foreign coal.	Indian coal.	Wood.	Oil fuel.	* Total (in terms of coal).	
10	11	12	13	14	15	16	17	18
								5' 6" GAUGE.
Nil	*Nil*	*109,502*	*Nil*	*888,033*	*Nil*	*Nil*	*888,033*	Bengal Nagpur.
Nil	Nil	114,915	Nil	884,434	Nil	Nil	884,434	
1,013	*Nil*	*20,113*	*Nil*	*298,194*	*4,263*	*Nil*	*299,899*	Bombay, Baroda and Central India.
1,078	Nil	17,399	Nil	302,237	4,368	Nil	303,984	
Nil	*Nil*	*58,252*	*Nil*	*344,095*	*Nil*	*Nil*	*344,095*	Eastern Bengal.
Nil	Nil	63,993	Nil	369,265	Nil	Nil	369,265	
1,038	*997*	*170,050*	*Nil*	*1,520,675*	*1,373*	*997*	*1,523,037*	East Indian.
1,084	867	158,588	Nil	1,581,371	1,496	867	1,583,546	
Nil	*1,742*	*103,989*	*Nil*	*919,390*	*156*	*1,762*	*922,655*	Great Indian Peninsula.
Nil	421	98,473	Nil	937,134	217	421	937,986	
17	*644*	*15,630*	*Nil*	*291,062*	*24*	*795*	*292,519*	Madras and Southern Mahratta.
21	634	15,903	Nil	315,851	23	778	317,274	
21	*Nil*	*3,370*	*Nil*	*89,684*	*216*	*Nil*	*89,770*	Nizam's State.
17	Nil	3,405	Nil	89,064	148	Nil	89,123	
Nil	*5,573*	*106,019*	*Nil*	*1,009,768*	*Nil*	*45,260*	*1,092,058*	North Western.
Nil	5,765	104,561	26	1,005,041	Nil	54,735	1,104,590	
Nil	*Nil*	*1,512*	*Nil*	*101,926*	*181*	.	*101,999*	South Indian.
Nil	Nil	1,561	Nil	104,658	196	..	104,736	
2,089	*6,956*	*588,437*	*Nil*	*5,462,827*	*6,213*	*48,814*	*5,554,065*	Total 5' 6" Gauge.
2,200	7,687	578,798	26	5,589,055	6,443	56,801	5,694,938	
								3'(3½" GAUGE.
Nil	*79*	*14,228*	*Nil*	*107,478*	*Nil*	*279*	*107,986*	Assam[Bengal.
Nil	310	13,643	Nil	113,561	Nil	310	114,124	
Nil	*Nil*	*52,576*	*Nil*	*241,964*	*Nil*	*Nil*	*241,964*	Bengal and North Western.
Nil	Nil	52,943	Nil	248,723	Nil	Nil	248,723	
212	*Nil*	*18,053*	*Nil*	*248,699*	*3,270*	*Nil*	*250,007*	Bombay, Baroda and Central India.
240	Nil	19,106	Nil	250,314	3,460	Nil	251,698	
5,717	*Nil*	*11,709*	*Nil*	*195,817*	*16,525*	*Nil*	*202,428*	Burma.
6,729	Nil	11,668	Nil	188,697	18,457	Nil	196,080	

1 ton of coal.
1 ton of coal.

27 (a).—Statement of coal consumed on Class I Railways

Railway.	Year.	Fuel consumed by locomotives (Tons).					Fuel consumed for pumping engines	
		Foreign coal.	Indian coal.	Wood.	Oil fuel.	* Total (in terms of coal).	Foreign coal.	Indian coal.
1	2	3	4	5	6	7	8	9
3′ 3¾″ Gauge—*concld.*								
Eastern Bengal	*1935-36*	*Nil*	*124,572*	*Nil*	*Nil*	*124,572*	*Nil*	*28,103*
	1936-37	Nil	132,509	Nil	Nil	132,509	Nil	29,564
Jodhpur	*1935-36*	*Nil*	*51,197*	*238*	*Nil*	*51,292*	*Nil*	*3,508*
	1936-37	Nil	55,050	258	Nil	55,153	Nil	3,973
Madras and Southern Mahratta	*1935-36*	*Nil*	*170,317*	*Nil*	*9*	*170,334*	*Nil*	*10,310*
	1936-37	Nil	188,837	Nil	9	188,854	Nil	11,377
Nizam's State	*1935-36*	*Nil*	*48,435*	*110*	*Nil*	*48,479*	*Nil*	*1,911*
	1936-37	Nil	48,229	85	Nil	48,263	Nil	1,807
Rohilkund and Kumaon	*1935-36*	*Nil*	*37,344*	*Nil*	*Nil*	*37,344*	*Nil*	*7,184*
	1936-37	Nil	40,680	Nil	Nil	40,680	Nil	6,212
South Indian	*1935-36*	*Nil*	*158,283*	*338*	..	*158,418*	*Nil*	*18,203*
	1936-37	Nil	167,923	399	..	168,083	Nil	13,370
Total 3′ 3¾″ Gauge	*1935-36*	*Nil*	*1,290,330*	*14,552*	*9*	*1,206,168*	*Nil*	*162,995*
	1936-37	Nil	1,340,514	15,690	9	1,346,807	Nil	160,412
2′ 6″ and 2′ 0″ Gauges.								
Bengal Nagpur	*1935-36*	*Nil*	*59,381*	*Nil*	*Nil*	*59,381*	*Nil*	*9,457*
	1936-37	Nil	63,139	Nil	Nil	63,139	Nil	10,160
Bombay, Baroda and Central India.	*1935-36*	*Nil*	*8,429*	*143*	*Nil*	*8,486*	*Nil*	*Nil*
	1936-37	Nil	8,824	155	Nil	8,886	Nil	6
Eastern Bengal	*1935-36*	*Nil*	*1,521*	*Nil*	*Nil*	*1,521*	*Nil*	*159*
	1936-37	Nil	1,738	Nil	Nil	1,738	Nil	189
Great Indian Peninsula	*1935-36*	*Nil*	*12,477*	*Nil*	*33*	*12,537*	*Nil*	*657*
	1936-37	Nil	12,242	Nil	36	12,307	Nil	510
North-Western	*1935-36*	*Nil*	*37,559*	*Nil*	*Nil*	*37,559*	*Nil*	*3,724*
	1936-37	Nil	35,950	Nil	Nil	35,950	Nil	3,295
South Indian	*1935-36*	*Nil*	*2,125*	*6*	*Nil*	*2,127*	*Nil*	*23*
	1936-37	Nil	3,674	6	Nil	3,676	Nil	22
Total 2′ 6″ & 2′ 0″ Gauges	*1935-36*	*Nil*	*121,492*	*149*	*33*	*121,611*	*Nil*	*14,020*
	1936-37	Nil	125,567	161	36	125,696	Nil	14,182
Total Class I Railways	*1935-36*	*Nil*	*6,303,331*	*18,825*	*39,900*	*6,383,407*	..	*748,333*
	1936-37	Nil	6,491,225	20,099	49,159	6,588,643	26	738,505

* 2½ tons of wood =
0·55 ton of oil fuel =

during the years 1935-36 and 1936-37—contd.

ALL OTHER PURPOSES SUCH AS FOR WORKSHOPS, STEAMERS, ETC. (TONS).			TOTAL FUEL CONSUMED (TONS).					Railway.
Wood.	Oil fuel.	* Total (in terms of coal).	Foreign coal.	Indian coal.	Wood.	Oil fuel.	* Total (in terms of coal).	
10	11	12	13	14	15	16	17	18
								3′ 3⅜″ GAUGE—*concld.*
Nil	*Nil*	*28,103*	*Nil*	*152,675*	*Nil*	*Nil*	*152,675*	Eastern Bengal.
Nil	Nil	29,564	Nil	162,073	Nil	Nil	162,073	
Nil	*Nil*	*3,508*	*Nil*	*54,705*	*238*	*Nil*	*54,800*	Jodhpur.
Nil	Nil	3,973	Nil	59,023	258	Nil	59,126	
Nil	*788*	*11,742*	*Nil*	*180,627*	*Nil*	*797*	*182,076*	Madras and Southern Mahratta.
Nil	812	12,853	Nil	200,214	Nil	821	201,707	
14	*Nil*	*1,917*	*Nil*	*50,346*	*124*	*Nil*	*50,396*	Nizam's State.
11	Nil	1,911	Nil	50,136	96	Nil	50,174	
Nil	*Nil*	*7,184*	*Nil*	*44,528*	*Nil*	*Nil*	*44,528*	Rohilkund and Kumaon.
Nil	Nil	6,212	Nil	46,892	Nil	Nil	46,892	
Nil	*2,401*	*22,570*	*Nil*	*176,486*	*338*	*2,401*	*180,988*	South Indian.
Nil	2,215	17,396	Nil	181,293	399	2,215	185,479	
5,943	*3,468*	*171,680*	*Nil*	*1,453,325*	*20,495*	*3,477*	*1,467,848*	Total 3′ 3⅜″ Gauge.
6,980	3,337	169,269	Nil	1,500,926	22,670	3,346	1,516,076	
								2′ 6″ AND 2′ 0″ GAUGES.
Nil	*Nil*	*9,457*	*Nil*	*68,838*	*Nil*	*Nil*	*68,838*	Bengal Nagpur.
Nil	Nil	10,160	Nil	73,299	Nil	Nil	73,299	
Nil	*Nil*	*Nil*	*Nil*	*8,429*	*143*	*Nil*	*8,486*	Bombay, Baroda and Central India.
Nil	Nil	6	Nil	8,830	155	Nil	8,892	
Nil	*Nil*	*159*	*Nil*	*1,680*	*Nil*	*Nil*	*1,680*	Eastern Bengal.
Nil	Nil	189	Nil	1,927	Nil	Nil	1,927	
Nil	*14*	*682*	*Nil*	*13,134*	*Nil*	*47*	*13,219*	Great Indian Peninsula.
Nil	12	532	Nil	12,752	Nil	48	12,839	
Nil	*Nil*	*3,724*	*Nil*	*41,283*	*Nil*	*Nil*	*41,283*	North Western.
Nil	Nil	3,295	Nil	39,245	Nil	Nil	39,245	
Nil	*Nil*	*23*	*Nil*	*2,148*	*6*	*Nil*	*2,150*	South Indian.
Nil	Nil	22	Nil	3,695	6	Nil	3,698	
Nil	*14*	*14,045*	*Nil*	*135,512*	*149*	*47*	*135,656*	Total 2′ 6″ & 2′ 0″ Gauges.
Nil	12	14,204	Nil	139,748	161	48	139,900	
8,032	*12,438*	*774,162*	*Nil*	*7,051,664*	*26,857*	*52,338*	*7,157,509*	TOTAL CLASS I RAILWAYS.
9,180	11,036	762,271	26	7,229,729	29,279	60,195	7,350,914	

1 ton of coal.
1 ton of coal.

27 (a).—Statement of Coal consumed on Class I Railways during the years 1935-36 and 1936-37 —contd.

Railway.	Year.	Average cost per ton (at pit's mouth or station of supply).				Average cost per ton including freight, both sea and rail.			
		Foreign coal.	Indian coal.	Wood.	Oil fuel.	Foreign coal.	Indian coal.	Wood.	Oil fuel.
19	20	21	22	23	24	25	26	27	28
		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
5' 6" Gauge.									
Bengal Nagpur	*1935-36*	*Nil*	*2·73*	*Nil*	*Nil*	*Nil*	*5·14*	*Nil*	*Nil*
	1936-37	Nil	3·02	Nil	Nil	Nil	5·45	Nil	Nil
Bombay, Baroda and Central India	*1935-36*	*Nil*	*3·63*	*3·05*	*Nil*	*Nil*	*13·1*	*5·06*	*Nil*
	1936-37	Nil	2·91	3·49	Nil	Nil	13·2	5·19	Nil
Eastern Bengal	*1935-36*	*Nil*	*2·34*	*Nil*	*Nil*	*Nil*	*6·52*	*Nil*	*Nil*
	1936-37	Nil	2·50	Nil	Nil	Nil	6·98	Nil	Nil
East Indian	*1935-36*	*Nil*	*3·25*	*11·7*	*87·8*	*Nil*	*6·52*	*11·8*	*88·6*
	1936-37	Nil	2·84	11·9	87·0	Nil	6·27	12·0	87·5
Great Indian Peninsula	*1935-36*	*Nil*	*3·89*	*4·87*	*42·3*	*Nil*	*9·20*	*4·87*	*45·1*
	1936-37	Nil	3·68	6·00	42·3	Nil	9·04	6·00	43·1
Madras and Southern Mahratta	*1935-36*	*Nil*	*4·92*	*Nil*	*52·5*	*Nil*	*13·2*	*Nil*	*56·3*
	1936-37	Nil	4·28	Nil	53·8	Nil	12·5	Nil	55·2
Nizam's State	*1935-36*	*Nil*	*4·15*	*6·00*	*Nil*	*Nil*	*5·64*	*8·58*	*Nil*
	1936-37	Nil	4·15	6·00	Nil	Nil	5·62	6·69	Nil
North Western	*1935-36*	*Nil*	*3·00*	*Nil*	*17·3*	*Nil*	*15·6*	*Nil*	*24·2*
	1936-37	Nil	3·00	Nil	17·3	Nil	15·7	Nil	23·7
South Indian	*1935-36*	*Nil*	*2·83*	*2·94*	*194·0(b)*	*Nil*	*16·8*	*2·94*	*(b) 194·0*
	1936-37	Nil	3·14	2·32	150·2(b)	Nil	17·3	2·32	(b) 150·2
3' 3½" Gauge.									
Assam Bengal	*1935-36*	*Nil*	*4·67*	*Nil*	*38·5*	*Nil*	*10·6*	*Nil*	*41·9*
	1936-37	Nil	5·04	Nil	38·5	Nil	11·0	Nil	42·0
Bengal and North Western	*1935-36*	*Nil*	*3·01*	*Nil*	*Nil*	*Nil*	*9·66*	*Nil*	*Nil*
	1936-37	Nil	2·95	Nil	Nil	Nil	9·56	Nil	Nil
Bombay, Baroda and Central India	*1935-36*	*Nil*	*3·44*	*4·40*	*Nil*	*Nil*	*14·2*	*4·94*	*Nil*
	1936-37	Nil	2·52	4·40	Nil	Nil	13·1	4·94	Nil
Burma	*1935-36*	*Nil*	*3·40*	*3·25*	*Nil*	*Nil*	*16·2*	*4·81*	*Nil*
	1936-37	Nil	3·66	3·50	Nil	Nil	14·7	5·18	Nil

(b) This rate represents the rate of kerosene oil.

27 (a).—*Statement of Coal consumed on Class I Railways during the years 1935-36 and 1936-37* —concld.

Railway.	Year.	Average cost per ton (at pit's mouth or station of supply).				Average cost per ton including freight, both sea and rail.			
		Foreign coal.	Indian coal.	Wood.	Oil fuel.	Foreign coal.	Indian coal.	Wood.	Oil fuel.
19	20	21	22	23	24	25	26	27	28
		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
3' 3½" Gauge—*concld.*									
Eastern Bengal	*1935-36*	*Nil*	*2·34*	*Nil*	*Nil*	*Nil*	*8·13*	*Nil*	*Nil*
	1936-37	Nil	2·50	Nil	Nil	Nil	8·40	Nil	Nil
Jodhpur	*1935-36*	*Nil*	*2·94*	*5·00*	*Nil*	*Nil*	*15·2*	*5·00*	*Nil*
	1936-37	Nil	2·71	3·77	Nil	Nil	14·9	3·77	Nil
Madras and Southern Mahratta	*1935-36*	*Nil*	*8·24*	*Nil*	*44·4*	*Nil*	*14·9*	*Nil*	*46·5*
	1936-37	Nil	8·31	Nil	45·6	Nil	14·0	Nil	47·5
Nizam's State	*1935-36*	*Nil*	*4·15*	*6·00*	*Nil*	*Nil*	*8·59*	*8·58*	*Nil*
	1936-37	Nil	4·15	6·00	Nil	Nil	8·79	6·69	Nil
Rohilkund and Kumaon	*1935-36*	*Nil*	*3·00*	*Nil*	*Nil*	*Nil*	*11·5*	*Nil*	*Nil*
	1936-37	Nil	2·79	Nil	Nil	Nil	11·3	Nil	Nil
South Indian	*1935-36*	*Nil*	*2·83*	*2·94*	*46·9*	*Nil*	*17·2*	*2·94*	*47·9*
	1936-37	Nil	3·14	2·32	45·8	Nil	18·0	2·32	49·6
2' 6" and 2' 0" Gauges.									
Bengal Nagpur	*1935-36*	*Nil*	*3·70*	*Nil*	*Nil*	*Nil*	*5·33*	*Nil*	*Nil*
	1936-37	Nil	3·76	Nil	Nil	Nil	5·69	Nil	Nil
Bombay, Baroda and Central India	*1935-36*	*Nil*	*3·89*	*3·20*	*Nil*	*Nil*	*13·1*	*3·20*	*Nil*
	1936-37	Nil	3·21	3·48	Nil	Nil	12·4	3·48	Nil
Eastern Bengal	*1935-36*	*Nil*	*2·34*	*Nil*	*Nil*	*Nil*	*8·01*	*Nil*	*Nil*
	1936-37	Nil	2·50	Nil	Nil	Nil	6·65	Nil	Nil
Great Indian Peninsula	*1935-36*	*Nil*	*4·11*	*Nil*	*47·5*	*Nil*	*8·64*	*Nil*	*52·1*
	1936-37	Nil	3·85	Nil	49·2	Nil	8·12	Nil	53·8
North Western	*1935-36*	*Nil*	*3·00*	*Nil*	*Nil*	*Nil*	*12·7*	*Nil*	*Nil*
	1936-37	Nil	3·00	Nil	Nil	Nil	18·0	Nil	Nil
South Indian	*1935-36*	*Nil*	*2·83*	*2·94*	*Nil*	*Nil*	*15·0*	*2·94*	*Nil*
	1936-37	Nil	3·14	2·32	Nil	Nil	15·6	2·32	Nil

27 (b).—Statement of Coal‡ Consumption on Class I Railways for the years 1935-36 and 1936-37.

Railway.	Year.	Passenger and Total Mixed.	Passenger and proportion of Mixed.	Goods.	Goods and proportion of Mixed.	Shunting including siding all services.		Departmental.	Steam Coaches.	Internal combustion coaches.	Locos. on Misc. services.	Total tons used on all Locomotive services. Cols. 3+5+7+9+10+11+12.	Fuel consumed for other than Locomotive purposes.			
		Total tons consumed.	Lbs. consumed per 1,000 gross ton miles.	Total tons consumed.	Lbs. consumed per 1,000 gross ton miles.	Total tons consumed.	Lbs. per engine mile.	Total tons consumed.	Total tons consumed.	Total tons consumed.	Total tons consumed.		Water pumping Stations.	Electric Generating Stations.	Miscellaneous purposes.	Total. (columns 14+15+16.)
	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
5' 6" Gauge.																
Bengal Nagpur	*1935-36*	*210,219*	*184·9*	*457,733*	*155·4*	*82,648*	*61·4*	*23,347*	*144*	*Nil*	*4,440*	*778,531*	*36,257*	*32,793*	*40,452*	*109,502*
	1936-37	208,564	†181·1	452,632	†159·9	81,761	†60·7	24,092	138	Nil	4,332	769,519	37,065	32,909	44,941	114,915
Bombay, Baroda and Central India.	*1935-36*	*137,551*	*174·6*	*101,765*	*111·4*	*31,711*	*75·1*	*8,759*	*Nil*	*Nil*	*Nil*	*279,786*	*9,537*	*3,253*	*7,323*	*20,113*
	1936-37	134,523	181·5	108,819	109·1	34,116	80·2	9,127	Nil	Nil	Nil	286,585	9,860	1,591	5,948	17,399
Eastern Bengal	*1935-36*	*169,878*	*183·0*	*61,679*	*129·9*	*27,724*	*50·9*	*14,738*	*Nil*	*Nil*	*11,824*	*285,843*	*5,696*	*13,960*	*38,596*	*58,252*
	1936-37	178,527	184·8	68,748	130·8	31,607	53·3	10,562	Nil	Nil	15,828	305,272	5,865	12,413	45,715	63,993
East Indian	*1935-36*	*507,517*	*159·0*	*638,842*	*108·0*	*151,160*	*58·1*	*52,419*	*147*	*Nil*	*2,902*	*1,352,987*	*40,487*	*62,452*	*67,111*	*170,050*
	1936-37	533,002	169·4	674,778	109·8	159,430	58·9	54,288	34	Nil	3,426	1,424,958	39,567	52,302	66,719	158,588
Great Indian Peninsula.	*1935-36*	*321,477*	*169·1*	*391,584*	*166·6*	*80,440*	*84·1*	*19,420*	*Nil*	*Nil*	*5,745*	*818,666*	*28,550*	*57,899*	*17,540*	*103,989*
	1936-37	311,014	169·3	422,931	163·6	81,274	82·7	18,100	Nil	Nil	6,194	839,513	25,684	57,214	15,575	98,473
Madras and Southern Mahratta.	*1935-36*	*134,072*	*176·4*	*106,746*	*125·2*	*22,988*	*72·9*	*8,186*	*Nil*	*242*	*4,655*	*276,839*	*4,817*	*1,172*	*9,641*	*15,630*
	1936-37	140,799	180·3	121,135	127·0	26,163	74·6	8,571	Nil	227	4,476	301,371	5,299	1,152	9,452	15,903
Nizam's State	*1935-36*	*40,706*	*186·0*	*34,527*	*147·2*	*6,564*	*80·2*	*4,603*	*Nil*	*Nil*	*Nil*	*86,400*	*2,441*	*Nil*	*929*	*3,370*
	1936-37	38,017	169·2	36,738	140·7	6,817	80·0	4,146	Nil	Nil	Nil	85,718	2,430	*Nil*	975	3,405
North Western	*1935-36*	*492,181*	*163·5*	*328,243*	*134·7*	*123,957*	*87·3*	*35,573*	*1,167*	*Nil*	*4,918*	*986,039*	*17,356*	*4,262*	*83,901*	*106,019*
	1936-37	474,228	158·8	358,219	128·6	126,901	87·8	34,452	1,098	Nil	5,131	11,000,029	15,217	4,455	84,889	104,561
South Indian	*1935-36*	*64,055*	*153·8*	*28,338*	*113·7*	*4,030*	*44·7*	*4,064*	*Nil*	*Nil*	*Nil*	*100,487*	*603*	*Nil*	*909*	*1,512*
	1936-37	68,022	158·4	27,377	105·0	3,626	45·4	3,444	Nil	Nil	206	103,175	661	*Nil*	900	1,561
Total 5' 6" Gauge.	*1935-36*	*2,077,656*	*163·5*	*2,149,457*	*131·4*	*531,222*	*68·1*	*171,109*	*1,458*	*242*	*34,484*	*4,965,625*	*146,244*	*175,791*	*266,402*	*588,437*
	1936-37	2,086,696	169·1	2,269,877	130·9	551,695	68·7	166,782	1,270	227	39,593	5,116,140	141,648	162,036	275,114	578,798
3' 3½" Gauge.																
Assam Bengal	*1935-36*	*68,356*	*157·3*	*8,383*	*150·4*	*10,953*	*39·9*	*4,321*	*Nil*	*Nil*	*1,245*	*93,758*	*2,532*	*5,052*	*6,644*	*14,228*
	1936-37	68,451	157·1	12,857	146·5	12,339	37·7	5,072	Nil	Nil	1,762	100,481	2,086	5,093	6,464	13,643
Bengal and North Western.	*1935-36*	*104,661*	*176·9*	*55,792*	*124·4*	*13,375*	*21·7*	*12,671*	*Nil*	*Nil*	*2,899*	*189,388*	*8,913*	*5,389*	*38,274*	*52,576*
	1936-37	105,159	182·2	61,087	115·0	14,309	22·3	12,791	Nil	Nil	2,434	195,780	8,909	6,848	38,136	52,943
Bombay, Baroda and Central India.	*1935-36*	*127,109*	*196·5*	*6,501*	*140·0*	*21,415*	*43·8*	*6,479*	*450*	*Nil*	*Nil*	*231,954*	*6,014*	*3,999*	*8,040*	*18,053*
	1936-37	120,244	190·6	82,344	138·1	22,668	45·8	6,855	481	Nil	Nil	232,592	5,783	4,500	8,823	19,106
Burma	*1935-36*	*99,297*	*180·3*	*61,778*	*136·3*	*20,884*	*35·2*	*8,670*	*Nil*	*Nil*	*Nil*	*190,629*	*6,634*	*Nil*	*5,155*	*11,789*
	1936-37	99,587	177·4	56,566	128·5	19,553	32·3	8,706	Nil	Nil	Nil	184,412	6,586	Nil	5,062	11,648

† Figures for the years 1936-37 are based on actuals for 9 months viz. April to November 1936 and March 1937 and for the remaining 3 months figures, which were not compiled due to labour unrest the actuals for the corresponding months December 1935, January and February 1936 have been adopted.

‡ Coal includes oil fuel @ 0·55 ton of oil fuel = 1 ton of coal and firewood @ 2½ tons of wood = 1 ton of coal.

27 (b).—Statement of Coal* Consumption on Class I Railways for the years 1935-36 and 1936-37—concld.

Railway.	Year.	Passenger and Total Mixed.	Passenger and proportion of Mixed.	Goods.	Goods and proportion of Mixed.	Shunting including siding all services.		Departmental.	Steam Coaches.	Internal combustion coaches.	Locos. on Misc. services.	Total tons used on all Locomotive services. Cols. 3+5+7+9+10+11+12	Fuel consumed for other than Locomotive purposes.			
		Total tons consumed.	Lbs. consumed per 1,000 gross ton miles.	Total tons consumed.	Lbs. consumed per 1,000 gross ton miles.	Total tons consumed.	Lbs. per engine mile.	Total tons consumed.	Total tons consumed.	Total tons consumed.	Total tons consumed.		Water pumping Stations.	Electric generating Stations	Miscellaneous purposes.	Total, columns 14+15+16.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
3' 3½" Gauge—concld.																
Eastern Bengal	*1935-36*	*61,966*	*163·3*	*34,985*	*139·0*	*14,423*	*43·8*	*2,279*	*Nil*	*Nil*	*10,919*	*124,572*	*4,537*	*8*	*23,558*	*28,103*
	1936-37	63,370	158·6	38,625	135·1	15,601	43·9	2,932	180	Nil	11,801	132,509	3,955	Nil	25,609	29,564
Jodhpur	*1935-36*	*28,258*	*147·8*	*14,230*	*137·5*	*2,803*	*25·5*	*4,234*	*Nil*	*Nil*	*1,767*	*51,292*	*1,343*	*Nil*	*2,165*	*3,508*
	1936-37	30,788	154·7	17,803	141·0	2,469	27·0	2,887	Nil	Nil	1,206	55,153	1,452	Nil	2,521	3,973
Madras and Southern Mahratta.	*1935-36*	*83,854*	*176·1*	*66,040*	*169·9*	*12,731*	*39·4*	*5,408*	*Nil*	*Nil*	*2,301*	*170,334*	*4,164*	*1,432*	*6,146*	*11,742*
	1936-37	93,125	181·6	73,557	171·9	15,018	42·4	4,862	Nil	Nil	2,292	188,854	4,065	1,476	7,312	12,853
Nizam's State	*1935-36*	*27,451*	*274·5*	*15,093*	*185·7*	*3,465*	*76·8*	*2,364*	*106*	*Nil*	*Nil*	*48,479*	*1,153*	*Nil*	*764*	*1,917*
	1936-37	25,406	247·3	16,489	175·6	3,741	73·4	2,527	100	Nil	Nil	48,263	1,163	Nil	748	1,911
Rohilkund and Kumaon.	*1935-36*	*26,023*	*192·9*	*6,379*	*155·4*	*2,736*	*21·6*	*3,206*	*Nil*	*Nil*	*Nil*	*37,344*	*2,300*	*1,773*	*3,111*	*7,184*
	1936-37	26,487	193·0	7,896	162·3	3,314	24·4	2,983	Nil	Nil	Nil	40,680	2,090	1,637	2,485	6,212
South Indian	*1935-36*	*113,213*	*180·4*	*31,476*	*109·8*	*6,229*	*34·4*	*7,500*	*Nil*	*Nil*	*Nil*	*158,418*	*2,545*	*11,867*	*8,158*	*22,570*
	1936-37	119,842	188·2	34,991	111·1	6,383	35·0	6,528	Nil	Nil	339	168,083	2,351	8,014	7,031	17,396
Total 3' 3½" Gauge.	*1935-36*	*740,178*	*180·4*	*370,157*	*140·3*	*109,014*	*35·4*	*57,132*	*556*	*Nil*	*19,131*	*1,296,168*	*40,135*	*29,520*	*102,025*	*171,680*
	1936-37	752,459	180·7	402,215	137·4	115,395	35·7	56,143	761	Nil	19,834	1,346,807	38,440	26,568	104,261	169,269
2' 6" AND 2'0" GAUGES.																
Bengal Nagpur	*1935-36*	*37,536*	*370·0*	*14,335*	*342·2*	*5,645*		*1,475*	*176*	*Nil*	*214*	*59,381*	*6,344*	*243*	*2,870*	*9,457*
	1936-37	29,717	†381·8	15,988	†342·5	6,766		1,323	131	Nil	214	63,139	6,700	508	2,952	10,160
Bombay, Baroda and Central India.	*1935-36*	*8,277*	*525·5*	*77*	*437·2*	*Nil*		*132*	*Nil*	*Nil*	*Nil*	*8,486*	*Nil*	*Nil*	*Nil*	*Nil*
	1936-37	8,361	510·9	138	408·3	Nil		387	Nil	Nil	Nil	8,886	Nil	Nil	6	6
Eastern Bengal	*1935-36*	*1,454*	*535·6*	*Nil*	*633·1*	*Nil*		*1*	*Nil*	*Nil*	*66*	*1,521*	*Nil*	*Nil*	*159*	*159*
	1936-37	1,583	572·3	Nil	625·0	Nil		2	Nil	Nil	153	1,738	Nil	Nil	189	189
Great Indian Peninsula.	*1935-36*	*11,588*	*423·8*	*Nil*	*488·6*	*513*		*376*	*Nil*	*60*	*Nil*	*12,537*	*630*	*Nil*	*2*	*632*
	1936-37	11,322	461·1	13	480·9	529		377	Nil	66	Nil	12,307	529	Nil	3	532
North Western	*1935-36*	*19,429*	*441·4*	*13,717*	*505·2*	*2,649*		*1,163*	*369*	*Nil*	*232*	*37,559*	*1,138*	*Nil*	*2,586*	*3,724*
	1936-37	18,793	419·1	12,693	486·8	2,754		1,094	393	Nil	223	35,950	1,187	Nil	2,108	3,295
South India	*1935-36*	*2,114*	*279·6*	*Nil*	*223·9*	*Nil*		*13*	*Nil*	*Nil*	*Nil*	*2,127*	*16*	*Nil*	*7*	*23*
	1936-37	3,664	281·6	Nil	201·6	Nil		12	Nil	Nil	Nil	3,676	18	Nil	4	22
Total 2' 6" & 2'0" Gauges.	*1935-36*	*80,398*	*402·7*	*28,129*	*410·6*	*8,807*		*3,160*	*545*	*60*	*512*	*121,611*	*8,173*	*243*	*5,624*	*14,045*
	1936 37	83,440	402·2	28,832	394·9	9,049		3,195	524	66	590	125,696	8,434	508	5,262	14,204
TOTAL CLASS I RAILWAYS.	*1935-36*	*2,898,232*	*173·4*	*2,547,743*	*134·6*	*649,013*		*231,401*	*2,559*	*302*	*54,127*	*6,383,497*	*194,557*	*205,554*	*374,051*	*774,162*
	1936-37	2,922,595	174·0	2,700,924	133·5	676,139		226,120	2,555	293	60,017	6,588,643	188,522	189,112	384 637	762.271

Not published.

* Coal includes oil fuel @ 0·55 ton of oil fuel = 1 ton of coal and firewood, @ 2½ tons of wood = 1 ton of coal.

Figures for the years 1936-37 are based on actuals for 9 months viz. April to November 1936 and March 1937 and for the remaining 3 months, figures for which were not compiled due to labour unrest, the actuals for the corresponding months December 1935, January and February 1936 have been adopted.

28.—*Statement of Efficiency of Class 1 Railways for the years 1935-36 and 1936-37.*

Railway.	Year.	Goods and proportion of mixed.				
		Wagon miles		Net ton miles per engine hour.	Gross ton miles	
		per shunting engine hour (excluding departmental).	per engine hour (including departmental).		per engine hour (including weight of engine and departmental).	per train en engine hour (including weight of engine and departmental).
1	2	3	4	5	6	7
5′ 6″ Gauge.						
Bengal Nagpur	*1935-36*	*496*	*190*	*1,873*	*4,405*	*9,894*
	†1936-37	500	193	1,800	4,368	9,821
Bombay, Baroda and Central India	*1935-36*	*663*	*254*	*2,260*	*5,475*	*11,538*
	1936-37	696	258	2,302	5,605	13,043
Eastern Bengal	*1935-36*	*367*	*144*	*1,005*	*3,492*	*7,799*
	1936-37	395	157	1,055	3,397	7,395
East Indian	*1935-36*	*740*	*232*	*2,184*	*5,143*	*10,446*
	1936-37	745	231	2,178	5,119	10,300
Great Indian Peninsula	*1935-36*	*683*	*250*	*2,153*	*5,322*	*11,102*
	1936-37	724	268	2,191	5,609	11,546
Madras and Southern Mahratta	*1935-36*	*742*	*238*	*1,864*	*4,976*	*9,552*
	1936-37	706	226	1,771	4,880	9,301
Nizam's State	*1935-36*	*695*	*209*	*1,835*	*4,775*	*9,080*
	1936-37	712	206	1,887	4,748	9,545
North Western	*1935-36*	*689*	*228*	*1,655*	*4,554*	*8,070*
	1936-37	736	241	1,809	4,746	8,351
South Indian	*1935-36*	*447*	*146*	*1,086*	*3,233*	*7,328*
	1936-37	470	154	1,265	3,480	7,736
Average for 5′ 6″ gauge.	*1935-36*	*641*	*221*	*1,931*	*4,810*	*9,808*
	1936-37	660	227	1,955	4,879	9,834
3′ 3½″ Gauge.						
Assam Bengal	*1935-36*	*433*	*149*	*683*	*1,929*	*3,387*
	1936-37	449	150	673	1,952	3,515
Bengal and North Western	*1935-36*	*350*	*149*	*811*	*1,920*	*4,156*
	1936-37	357	157	859	2,018	4,413
Bombay, Baroda and Central India	*1935-36*	*730*	*242*	*1,186*	*2,754*	*5,076*
	1936-37	727	240	1,254	2,818	5,145
Burma	*1935-36*	*640*	*195*	*1,143*	*2,878*	*4,880*
	1936-37	647	192	1,124	2,818	4,937
Eastern Bengal	*1935-36*	*499*	*210*	*866*	*2,420*	*4,638*
	1936-37	500	212	847	2,462	4,663
Jodhpur	*1935-36*	*654*	*193*	*692*	*1,928*	*3,963*
	1936-37	719	202	804	2,103	4,170
Madras and Southern Mahratta	*1935-36*	*621*	*166*	*777*	*2,281*	*3,354*
	1936-37	598	164	785	2,268	3,348
Nizam's State	*1935-36*	*762*	*165*	*969*	*2,546*	*4,392*
	1936-37	776	156	893	2,331	4,529
Rohilkund and Kumaon	*1935-36*	*310*	*107*	*655*	*1,629*	*2,939*
	1936-37	319	106	657	1,636	2,847
South Indian	*1935-36*	*579*	*166*	*733*	*2,143*	*4,340*
	1936-37	580	166	720	2,126	4,189
Average for 3′ 3½″ gauge	*1935-36*	*533*	*178*	*887*	*2,296*	*4,217*
	1936 37	536	180	904	2,321	4,277
2′ 6″ and 2′ 0″ Gauges.						
Bengal Nagpur	*1935-36*	*316*	*121*	*306*	*1,093*	*1,637*
	†1936-37	333	124	312	1,108	1,633
Bombay, Baroda and Central India	*1935-36*	*250*	*96*	*251*	*644*	*928*
	1936-37	252	94	262	652	946
Eastern Bengal	*1935-36*	** 17,420*	*38*	*35*	*170*	*400*
	1936-37	*48,342	28	33	145	420
Great Indian Peninsula	*1935-36*	*453*	*106*	*210*	*1,075*	*975*
	1936-37	493	113	255	1,149	1,100
North Western	*1935-36*	*466*	*88*	*197*	*882*	*828*
	1936-37	455	92	232	893	932
South Indian	*1935-36*	*700*	*98*	*209*	*798*	*1,038*
	1936-37	772	122	244	964	985

* Shunting operations generally performed by hand. During the year 1936-37 there was only one shunting engine hour.

† Figures of wagon miles, engine hours and tare-ton miles, are based on actual figures from April 1936 to November 1936 and March 1937, and 3 months figures for December 1935 and January and February 1936—the figures for these 3 months in 1936-37 not being compiled due to labour unrest.

29.—STATEMENT OF PRINCIPAL COMMODITIES CARRIED BY CLASS I RAILWAYS AND THE EARNINGS THEREFROM FOR 1936-37 (IN HUNDREDS).

29.—*Statement of Principal Commodities carried by Class I*

Railway.	I.—Fuel.											
	Coal and Coke and patent fuel.									(4) Oil fuel.		
	(1) For the public.			(2) For foreign railways and Home line constructions.			(3) Total.					
	Originating on Home line whether local or Foreign.	† Total.	Earnings.	Originating on Home line whether local or Foreign.	† Total.	Earnings.	Originating on Home line whether local or Foreign.	† Total.	Earnings.	Originating on Home line whether local or Foreign.	† Total.	Earnings.
1	2	3	4	5	6	7	8	9	10	11	12	13
5′ 6″ Gauge.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
Bengal Nagpur . .	4,691,2	5,194,5	1,22,10,8	1,047,9	1,193,7	42,63,3	5,739,1	6,388,2	1,64,74,1	1,7	2,1	39,5
Bombay, Baroda and Central India.	1,1	782,8	36,21,4	..	20,1	3,05,6	1,1	802,9	39,27,0	25,8	25,9	5,45,0
Eastern Bengal . .	4,9	1,227,4	25,54,4	..	115,2	4,52,1	4,9	1,342,6	30,06,5	20,5	20,6	93,9
East Indian . .	8,147,0	8,881,7	3,70,86,3	2,400,3	2,651,9	1,67,22,1	10,547,3	11,533,6	5,38,08,4	1,2	13,6	4,49,5
Great Indian Peninsula	814,3	1,627,0	62,63,7	12,5	275,2	13,19,8	826,8	1,902,2	75,83,5	34,3	35,0	6,40,6
Madras and Southern Mahratta.	51,6	184,3	8,46,3	..	333,9	18,45,0	51,6	518,2	26,91,3	15,0	15,1	2,84,8
Nizam's State . .	349,3	376,9	17,40,0	340,6	340,9	8,55,3	689,9	717,8	25,95,3	*Nil*	2,0	39,3
North Western . .	80,6	1,176,8	33,90,2	1,2	1,2	4	81,8	1,178,0	33,90,6	44,8	45,2	14,17,8
South Indian . .	19,3	22,8	2,05,3	..	..	1	19,3	22,8	2,05,4	3	3	6,2
Total .	14,159,3	19,474,2		3,802,5	4,932,1		17,961,8	24,406,3		143,6	159,8	
3′ 3¼″ Gauge.												
Assam Bengal . .	28,2	99,5	2,83,0	1,5	10,4	27,1	29,7	109,9	3,10,1	1	3,4	35,5
Bengal and North Western.	8,4	322,4	9,87,8	8	8	4	9,2	323,2	9,88,2	2	2	1,9
Bombay, Baroda and Central India.	1,6	299,7	*	..	100,9	*	1,6	400,6	*	1,2	8,4	*
Burma . . .	47,9	47,9	5,31,4	*Nil*	*Nil*	*Nil*	47,9	47,9	5,31,4	12,8	12,8	2,25,0
Eastern Bengal . .	8	245,7	*	..	95,4	*	8	341,1	*	..	2,6	*
Jodhpur	4	25,8	59,6	*Nil*	8,3	11,5	4	34,1	71,1	*Nil*	5,0	1,03,9
Madras and Southern Mahratta.	29,3	55,8	*	11,4	25,0	*	40,7	80,8	*	6,8	11,1	*
Nizam's State . .	1	36,0	*	..	9	*	1	36,9	*	..	1,7	*
Rohilkund and Kumaon	2	26,0	19,2	*Nil*	*Nil*	*Nil*	2	26,0	19,2	*Nil*	*Nil*	*Nil*
South Indian . .	74,3	75,2	*	1	1	*	74,4	75,3	*	4	4	*
Total .	191,2	1,234,0		13,8	241,8		205,0	1,475,8		21,5	45,6	
2′ 6″ and 2′ 0″ Gauges.												
Bengal Nagpur . .	38,9	68,9	*	1,0	1,2	*	39,9	70,1	*	..	1	*
Bombay, Baroda and Central India.	1	4,4	*	..	..	*	1	4,4	*	..	2	*
Eastern Bengal .	..	..	*	..	..	*	..	..	*	..	..	*
Great Indian Peninsula	1	10,0	*	..	..	*	1	10,0	*	7	7	*
North Western . .	88,3	104,2	*	*Nil*	*Nil*	*Nil*	88,3	104,2	*	1	6	*
South Indian . .	..	..	*	..	..	*	..	..	*	..	..	*
Total .	127,4	187,5		1,0	1,2		128,4	188,7		8	1,6	
Total, 1936-37 . .	14,477,9	20,895,7	6,97,99,4	3,817,3	5,175,1	2,58,02,7	18,295,2	26,070,8	9,56,02,1	165,9	207,0	38,82,9
Total, 1935-36 . .	14,607,4	21,060,9	6,92,91,5	3,609,4	5,021,5	2,44,59,7	18,216,8	26,082,4	9,37,51,2	148,4	188,1	29,26,4
Increase . .	..	..	5,07,9	207,9	153,6	13,43,0	78,4	..	18,50,9	17,5	18,9	9,56,5
Decrease . .	129,5	165,2	..	..	..	..	..	11,6	..	..	..	..

*Shown under

† In these totals consignments passing over two or more

Railways and the earnings therefrom for the year 1936-37 (In hundreds).

II.—Heavy Merchandise.									
(5) Firewood and other fuel.			(1) Rice in the husk.			(2) Rice not in the husk.			
Originating on Home line whether local or Foreign.	† Total.	Earnings.	Originating on Home line whether local or Foreign.	† Total.	Earnings.	Originating on Home line whether local or Foreign.	† Total.	Earnings.	Railway.
14	15	16	17	18	19	20	21	22	23
Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	5′ 6″ Gauge.
178,4	189,8	5,77,3	135,4	140,5	9,34,8	528,0	554,9	59,00,0	Bengal Nagpur.
94,7	138,8	5,30,2	7,7	8,0	52,6	104,8	122,4	21,04,6	Bombay, Baroda and Central India.
12,9	41,8	50,3	49,8	76,8	6,28,7	113,7	133,8	13,09,4	Eastern Bengal.
129,3	177,3	4,03,0	77,7	82,4	2,75,2	342,8	478,6	36,83,8	East Indian.
159,6	165,7	3,33,7	5,5	7,1	59,1	97,0	269,4	23,81,9	Great Indian Peninsula.
75,9	87,3	4,41,8	27,0	33,2	2,57,7	221,9	273,0	44,36,8	Madras and Southern Mahratta.
59,7	59,7	2,00,5	1,0	1,1	6,2	58,2	74,1	8,32,0	Nizam's State.
386,6	394,3	13,22,0	31,2	31,7	1,57,5	275,4	324,3	38,67,8	North Western.
39,9	45,7	3,58,6	36,9	132,9	17,34,2	57,2	114,2	19,15,4	South Indian.
1,137,0	1,300,4		372,2	513,7		1,799,0	2,344,7		Total.
									3′ 3½″ Gauge.
2,4	2,4	4,6	35,3	36,8	1,53,7	76,4	82,0	5,38,5	Assam Bengal.
105,8	107,9	1,64,8	28,1	48,7	2,44,5	131,3	356,5	19,59,0	Bengal and North Western.
71,1	88,1	*	1	8	*	1,9	82,9	*	Bombay, Baroda and Central India.
57,9	57,9	2,20,5	283,3	283,3	8,98,4	852,8	852,8	58,46,7	Burma.
7,2	7,4	*	56,7	65,1	*	111,1	151,8	*	Eastern Bengal.
12,8	13,2	28,0	1,2	1,3	6,5	10,4	25,0	1,91,7	Jodhpur.
64,7	64,8	*	19,6	24,9	*	141,8	205,6	*	Madras and Southern Mahratta.
12,0	12,0	*	..	..	*	13,1	26,7	*	Nizam's State.
216,9	216,9	4,06,3	15,1	15,1	78,5	9,9	11,7	51,9	Rohilkund and Kumaon.
51,9	53,0	*	177,1	178,9	*	189,2	211,1	*	South Indian.
602,7	623,6		616,5	654,9		1,537,9	2,006,1		Total.
									2′ 6″ and 2′ 0″ Gauges.
33,9	34,9	*	7,9	10,4	*	39,7	51,5	*	Bengal Nagpur.
32,8	33,8	*	1	1	*	4	10,8	*	Bombay, Baroda and Central India.
..	..	*	..	..	*	..	1	*	Eastern Bengal.
..	..	*	..	1	*	1	13,5	*	Great Indian Peninsula.
9	9,2	*	4	4	*	39,3	44,1	*	North Western.
5,7	5,7	*	3	3	*	1	1,1	*	South Indian.
73,3	83,6		8,7	11,3		79,6	121,1		Total.
1,813,0	2,007,6	50,41,6	997,4	1,179,9	54,87,6	3,416,5	4,471,9	3,50,18,6	Total, 1936-37.
1,763,5	1,939,8	46,69,3	1,097,5	1,295,2	62,36,1	3,187,0	4,074,1	3,15,52,2	Total, 1935-36.
49,5	67,8	3,72,3	..	..	..	229,5	397,8	34,66,4	Increase.
..	..	..	100,1	115,3	7,48,5	..	..	..	Decrease.

5′ 6″ gauge

gauges or railways are considered as two or more separate consignments.

29.—*Statement of Principal Commodities carried by Class I*

II.—Heavy Mer

Railway.	(3) Gram and pulse.			(4) Wheat.			(5) Jowar and Bajra.		
	Originating on Home line whether local or Foreign.	† Total.	Earnings.	Originating on Home line whether local or Foreign.	† Total.	Earnings.	Originating on Home line whether local or Foreign.	† Total.	Earnings.
24	25	26	27	28	29	30	31	32	33
	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
5′ 6″ Gauge.									
Bengal Nagpur	49,2	95,9	10,96,2	21,3	34,7	3,84,0	1,2	1,5	11,0
Bombay, Baroda and Central India	53,4	114,0	31,49,2	51,2	126,1	23,52,9	34,3	58,6	12,98,3
Eastern Bengal	41,2	50,1	6,44,3	..	..	..	..	..	..
East Indian	221,5	314,0	26,11,4	214,1	398,9	45,63,5	19,1	45,4	2,41,6
Great Indian Peninsula	267,5	367,2	49,48,8	293,3	325,8	44,10,3	144,4	196,2	22,52,8
Madras and Southern Mahratta	33,1	155,4	17,16,8	4,5	24,0	5,11,1	13,4	26,1	5,33,1
Nizam's State	35,2	156,9	12,66,6	4,0	27,7	3,47,1	9,1	14,8	1,51,4
North Western	410,1	522,8	50,45,4	920,5	982,1	1,08,67,8	32,9	45,3	3,68,0
South Indian	33,8	46,7	10,36,8	4,2	5,7	98,5	5,9	20,8	2,34,8
Total	1,145,0	1,823,0		1,513,1	1,925,0		260,3	408,7	
3′ 3½″ Gauge.									
Assam Bengal	5,4	21,8	1,34,3	1,4	6,7	35,5	..	..	1
Bengal and North Western	112,1	128,5	7,07,5	77,1	91,0	6,01,6	‡	‡	‡
Bombay, Baroda and Central India	146,3	207,8	*	79,2	140,1	*	45,7	79,5	*
Burma	102,6	102,6	12,10,9	16,2	16,2	1,66,6	7	7	8,7
Eastern Bengal	25,4	73,9	*	..	..	*	..	..	*
Jodhpur	7,1	72,2	5,37,5	52,2	62,1	3,13,7	7,3	12,1	80,2
Madras and Southern Mahratta	15,9	97,1	*	20,3	36,5	*	39,3	46,5	*
Nizam's State	27,2	62,7	*	7,2	17,6	*	9,0	9,7	*
Rohilkund and Kumaon	13,9	27,5	1,16,4	25,7	28,1	1,04,0	2,0	7,6	20,1
South Indian	110,2	117,3	*	6,2	7,8	*	11,2	11,4	*
Total	566,1	911,4		285,5	406,1		115,2	167,5	
2′ 6″ and 2′ 0″ Gauges.									
Bengal Nagpur	17,6	22,6	*	5,3	7,1	*	7	1,0	*
Bombay, Baroda and Central India	1,3	2,4	*	2	2,7	*	4	2,4	*
Eastern Bengal	..	..	*	..	..	*	..	..	*
Great Indian Peninsula	2,2	4,8	*	1	5,3	*	5	3,3	
North Western	24,4	28,7	*	18,2	28,3	*	6,2	6,5	*
South Indian	1,9	2,6	*	..	..	*	8	8	*
Total	47,4	61,1		23,8	43,4		8,6	14,0	
Total, 1936-37	1,758,5	2,795,5	2,42,22,1	1,822,4	2,374,5	2,47,56,6	384,1	590,2	52,00,1
Total, 1935-36	1,659,1	2,688,9	2,25,30,0	1,715,6	2,384,6	2,11,71,1	311,9	460,0	36,81,7
Increase	99.4	106,6	16,92,1	106,8	..	35,85,5	72,2	130,2	15,18,4
Decrease	..	..	..	..	10,1	..	..	..	—

* Shown under

† In these totals consignments passing over two or more

‡ Not recorded.

Railways and the earnings therefrom for the year 1936-37 (In hundreds)—contd.

chandise—*contd.*

(6) Other grains.			(7) Marble and Stone.			(8) Salt.			Railway.
Originating on Home line whether local or Foreign.	† Total.	Earnings.	Originating on Home line whether local or Foreign.	† Total.	Earnings.	Originating on Home line whether local or Foreign.	† Total.	Earnings.	
34	35	36	37	38	39	40	41	42	43
Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	5′ 6″ Gauge.
1,7	5,4	47,1	77,4	80,2	2,47,1	99,8	139,0	15,62,4	Bengal Nagpur.
27,1	60,3	14,26,3	311,5	328,4	19,14,6	206,2	229,8	46,51,9	Bombay, Baroda and Central India.
22,0	30,0	3,53,6	4,2	51,7	1,23,7	76,3	85,4	8,83,0	Eastern Bengal.
133,4	160,2	11,35,3	469,9	575,6	15,84,8	167,9	274,0	20,66,7	East Indian.
20,6	30,2	2,73,5	230,1	343,5	13,72,9	118,1	240,1	28,11,0	Great Indian Peninsula.
11,0	17,8	3,37,6	27,6	35,0	4,20,4	62,7	69,8	10,06,4	Madras and Southern Mahratta.
3,0	5,1	64,4	86,7	87,1	3,33,5	2,1	44,1	5,66,8	Nizam's State.
56,8	77,4	5,97,5	504,3	525,0	15,65,5	174,5	201,5	18,64,0	North Western.
5,1	10,6	2,10,9	15,9	16,8	4,97,8	9,3	45,7	10,94,0	South Indian.
280,7	39,70		1,727,6	2,043,3		916,9	1,329,4		Total.
									3′ 3¼″ Gauge.
9	9	4,0	82,6	82,7	1,82,5	29,4	32,2	2,13,2	Assam Bengal.
146,0	166,3	9,28,2	17,7	19,8	59,2	4,5	152,8	11,10,0	Bengal and North Western.
65,1	91,6	*	126,4	226,9	*	240,0	329,4	*	Bombay, Baroda and Central India.
7,6	7,6	85,7	243,8	243,8	7,09,3	33,2	33,2	4,63,7	Burma.
21,9	45,5	*	6,4	17,6	*	2,3	63,2	*	Eastern Bengal.
4,0	27,2	1,96,2	107,8	111,6	3,50,5	61,0	61,5	2,86,6	Jodhpur.
19,0	28,2	*	41,4	47,9	*	9,1	68,5	*	Madras and Southern Mahratta.
1,9	3,5	*	2	9,8	*	1	24,4	*	Nizam's State.
9,2	13,3	40,6	18,6	19,6	34,9	3	28,3	1,71,9	Rohilkund and Kumaon.
18,2	19,1	*	174,1	175,1	*	127,2	128,6	*	South Indian.
293,8	403,2		819,0	954,8		507,1	922,1		Total.
									2′ 6″ and 2′ 0″ Gauges.
1,9	2,2	*	3,1	4,0	*	1,0	22,8	*	Bengal Nagpur.
1,4	5,4	*	7	5,4	*	..	3,2	*	Bombay, Baroda and Central India.
..	..	*	..	..	*	..	..	*	Eastern Bengal.
..	5	*	7	1,5	*		4,2	*	Great Indian Peninsula.
2,1	3,0	*	1,6	2,7	*	1,9	4,8	*	North Western.
2,6	2,7	*	..	1	*	..	3,4	*	South Indian.
8,0	13,8		6,1	13,7		3,0	38,4		Total.
582,5	814,0	57,00,9	2,552,7	3,011,8	93,96,7	1,427,0	2,289,9	1,87,51,6	Total, 1936-37.
533,0	704,2	46,35,8	2,026,1	3,392,7	92,68,9	1,331,9	2,133,9	1,76,38,0	Total, 1935-36.
49,5	109,8	10,65,1	..	..	1,27,8	95,1	156,0	11,13,6	Increase.
..	..	..	373,4	380,9	..	..	..	..	Decrease.

5′ 6″ gauge.
gauges or railways are considered as two or more separate consignments.

29.—*Statement of Principal Commodities carried by Class I*

II.—Heavy Mer

Railway.	(9) Sugar, refined and unrefined.			(10) Wood, unwrought.			(11) Metallic ores.		
	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.
44	45	46	47	48	49	50	51	52	53
5′ 6″ Gauge.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
Bengal Nagpur	8,3	72,2	7,89,6	75,0	82,3	4,55,4	2,874,8	3,002,1	82,87,5
Bombay, Baroda and Central India	21,5	60,2	31,27,4	75,3	174,4	11,84,4	3	58,6	3,43,6
Eastern Bengal	14,1	21,9	3,88,0	27,6	44,6	3,12,7	..	..	..
East Indian	232,8	402,3	32,17,6	114,1	187,1	10,50,4	3	5,7	32,5
Great Indian Peninsula	57,3	220,6	36,97,7	108,0	150,5	8,18,6	7,0	51,2	3,77,0
Madras and Southern Mahratta	9,8	67,8	7,52,2	21,9	62,9	7,30,7	..	9,9	6,26,2
Nizam's State	2,3	7,8	1,93,3	30,5	33,1	3,53,9	..	..	..
North Western	106,4	310,1	48,37,3	231,2	295,3	13,26,6	2	18,1	2,66,9
South Indian	6,6	38,3	4,44,1	61,4	63,4	7,14,0	8,4	8,4	15,9
Total	459,1	1,201,2		745,0	1,093,6		2,891,0	3,154,0	
3′ 3⅜″ Gauge.									
Assam Bengal	2,8	18,4	95,8	10,7	12,2	58,7	..	..	..
Bengal and North Western	483,0	484,5	40,16,6	74,5	79,3	4,10,5	†	†	†
Bombay, Baroda and Central India	22,7	182,6	*	4,6	111,0	*	2	2	*
Burma	19,8	19,8	2,81,3	212,6	212,6	10,17,6	124,9	124,9	15,93,9
Eastern Bengal	7,6	43,3	*	26,8	36,0	*	..	..	..
Jodhpur	1,2	36,5	3,12,6	9	7,1	37,4	*Nil*	*Nil*	*Nil*
Madras and Southern Mahratta	9,8	26,7	*	30,1	52,3	*	124,2	124,5	*
Nizam's State	9	9,7	*	2,9	10,1	*	..	..	..
Rohilkund and Kumaon	134,6	135,0	8,56,9	111,7	111,9	4,14,0	*Nil*	*Nil*	*Nil*
South Indian	22,0	26,2	*	27,5	35,1	*	1	1	*
Total	704,4	982,7		502,3	667,6		249,4	249,7	
2′ 6″ and 2′ 0″ Gauges.									
Bengal Nagpur	4	5,9	*	34,1	34,9	*	134,4	134,4	*
Bombay, Baroda and Central India	2	2,7	*	49,6	52,2	*	58,3	58,3	*
Eastern Bengal	..	..	*	..	..	*	..	..	..
Great Indian Peninsula	1	3,8	*	1,3	2,8	*	..	..	*
North Western	9	9,0	*	3,3	6,0	*	17,9	17,9	*
South Indian	..	1	*	6	8	*	..	..	*
* Total	1,6	21,5		88,9	96,7		210,6	210,6	
Total, 1936-37	1,165,1	2,205,4	2,30,10,4	1,336,2	1,857,9	88,84,9	3,351,0	3,614,3	1,15,43,5
Total, 1935-36	871,6	1,524,6	1,58,30,1	1,352,6	1,890,1	87,88,5	3,682,4	3,954,3	1,29,90,0
Increase	293,5	680,8	71,80,3	..	..	96,4	..	..	..
Decrease	..	..	..	16,4	32,2	..	311,4	340,0	14,46,5

* Shown under

‡ In these totals consignments passing over two or more

† Not recorded.

Railways and the earnings therefrom for the year 1936-37 (In hundreds)—contd.

chandise—*contd.*

(12) Oil seeds.			(13) Cotton, raw, pressed.			(14) Petrol (in bulk).			Railway.
Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	
54	55	56	57	58	59	60	61	62	63
Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	5′ 6″ Gauge.
72,5	92,9	8,65,8	1,0	8,4	2,58,9	3,8	5,9	1,62,2	Bengal Nagpur.
100,8	207,5	30,46,1	151,4	304,9	90,93,7	12,6	12,6	5,36,7	Bombay, Baroda and Central India.
8,2	24,4	3,48,5	5	1,6	15,9	21,6	50,2	9,08,3	Eastern Bengal.
219,8	403,4	42,67,9	11,6	50,8	13,28,9	2	22,5	10,23,6	East Indian.
287,4	547,0	67,09,2	178,3	306,4	1,04,18,0	34,0	35,4	11,81,3	Great Indian Peninsula.
156,7	326,3	66,67,5	40,2	53,5	17,88,5	29,1	29,1	9,10,6	Madras and Southern Mahratta.
124,2	159,5	17,37,4	1,8	10,1	11,77,9	*Nil*	8,6	1,77,3	Nizam's State.
469,8	500,0	48,66,7	457,6	496,4	1,89,99,6	42,2	42,5	35,27,3	North Western.
46,2	86,6	25,05,1	15,5	17,2	4,48,4	7,3	9,0	4,91,5	South Indian.
1,485,6	2,347,6		857,9	1,249,3		150,8	215,8		Total.
									3′ 3⅜″ Gauge.
11,9	13,7	82,2	3	3	2,7	46,8	47,0	7,40,9	Assam Bengal.
145,8	153,3	8,81,7	†	†	†	1,5	11,6	3,36,1	Bengal and North Western.
89,7	263,4	*	103,3	163,9	*	1,2	3,2	*	Bombay, Baroda and Central India.
36,2	36,2	3,05,4	7,5	7,5	1,40,0	1,2	1,2	50,5	Burma.
38,8	43,3	*	3	3	*	..	40,6	*	Eastern Bengal.
72,0	83,0	7,83,4	44,0	50,1	5,52,1	*Nil*	3,3	1,51,1	Jodhpur.
352,5	416,0	*	48,1	57,9	*	11,6	11,6	*	Madras and Southern Mahratta.
121,4	129,7	*	60,5	60,6	*	4	7	*	Nizam's State.
18,5	18,8	81,3	1	1,0	3,4	*Nil*	2,2	30,2	Rohilkund aund Kumaon.
222,5	269,1	*	22,7	32,6	*	12,6	12,6	*	South Indian.
1,109,3	1,426,5		286,8	374,2		75,3	134,0		Total.
									2′6″ and 2′ 0″ Gauges.
17,4	18,5	*	1,6	1,6	*	..	9	*	Bengal Nagpur.
17,9	21,2	*	21,2	22,2	*	..	..	*	Bombay, Baroda and Central India.
..	..	*	..	..	*	..	..	*	Eastern Bengal.
15,4	15,6	*	35,8	35,9	*	..	..	*	Great Indian Peninsula.
6,4	7,3	*	*Nil*	*Nil*	*Nil*	*Nil*	7	*	North Western.
5,2	5,4	*	..	..	*	..	..	*	South Indian.
62,3	68,0		58,6	59,7		..	1,6		Total.
2,657,2	3,842,1	3,31,48,2	1,203,3	1,683,2	4,42,28,0	226,1	351,4	1,02,27,6	Total, 1936-37.
2,122,6	3,084,4	2,77,46,3	950,6	1,374,8	3,55,67,9	199,3	323,5	80,42,1	Total, 1935-36.
534,6	757,7	54,01,9	252,7	308,4	86,60,1	26,8	27,9	21,85,5	Increase.
..	..	..	..	..	..	..	..	..	Decrease.

5′ 6″ gauge.
gauges or railways are considered as two or more separate consignments.

29.—*Statement of Principal Commodities carried by Class I*

Railway.	II.—Heavy Merchandise—*concld.* (15) Kerosine oil (in bulk). Originating on Home line whether local or Foreign.	(15) Kerosine oil (in bulk). ‡ Total.	(15) Kerosine oil (in bulk). Earnings.	(16) Molasses (in bulk). Originating on Home line whether local or Foreign.	(16) Molasses (in bulk). ‡ Total.	(16) Molasses (in bulk). Earnings.	(17) Total heavy merchandise. (Items 1 to 16). Originating on Home line whether local or Foreign.	(17) Total heavy merchandise. (Items 1 to 16). ‡ Total.	(17) Total heavy merchandise. (Items 1 to 16). Earnings.
64	65	66	67	68	69	70	71	72	73
5′ 6″ Gauge.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
Bengal Nagpur	25,9	31,3	6,31,0	..	1	6	3,975,3	4,347,3	2,16,33,6
Bombay, Baroda and Central India	11,1	11,1	2,53,5	..	3	38,1	1,169,2	1,877,2	3,45,73,9
Eastern Bengal	86,8	97,8	8,81,6	5,4	6,0	49,7	471,4	674,3	68,47,4
East Indian	1,2	60,4	12,89,0	58,8	59,0	4,11,3	2,285,2	3,520,3	2,87,83,5
Great Indian Peninsula	37,4	37,6	9,10,0	4,9	5,1	43,5	1,890,8	3,133,3	4,26,65,6
Madras and Southern Mahratta	41,6	41,6	8,40,6	5	5	12	701,0	1,225,9	2,15,37,4
Nizam's State	..	3,6	69,3	*Nil*	1	32,9	358,1	633,7	73,10,0
North Western	21,9	22,4	8,34,7	13,7	13,8	74,6	3,748,7	4,408,7	5,90,67,2
South Indian	13,9	16,1	5,17,8	..	..	..	327,6	632,4	1,19,59,2
Total	239,8	321,9		83,3	84,9		14,927,3	20,453,1	
3′ 3⅜″ Gauge.									
Assam Bengal	54,3	55,7	5,91,9	..	..	..	358,2	410,4	28,34,0
Bengal and North Western	13,5	67,9	6,94,4	140,6	151,8	5,49,8	, .	1,912,0	1,24,99,1
Bombay, Baroda and Central India	..	3,2	*	3	4,7	*	926,7	1,891,2	*
Burma	1,4	1,4	12,0	*Nil*	*Nil*	*Nil*	1,943,8	1,943,8	1,27,90,7
Eastern Bengal	..	53,9	*	1,0	1,0	*	298,3	635,5	*
Jodhpur	*Nil*	1,2	31,4	*Nil*	*Nil*	*Nil*	369,1	554,2	38,30,9
Madras and Southern Mahratta	21,1	21,9	*	..	..	*	903,8	1,266,1	*
Nizam's State	8	2,6	*	3,1	3,1	*	248,7	370,9	*
Rohilkund and Kumaon	*Nil*	2	6	1,4	1,4	2,3	361,0	421,7	20,06,1
South Indian	27,4	28,1	*	..	..	*	1,148,2	1,253,1	*
Total	118,5	236,1		146,4	162,0		7,933,5	10,658,9	
2′ 6″ and 2′ 0″ Gauges.									
Bengal Nagpur	..	4,1	*	..	..	*	265,1	321,9	*
Bombay, Baroda and Central India	..	..	*	..	..	*	151,7	189,0	*
Eastern Bengal	..	..	*	..	..	*	..	1	*
Great Indian Peninsula	..	..	*	..	..	*	56,3	91,3	*
North Western	*Nil*	2	*	*Nil*	*Nil*	*Nil*	122,6	159,6	*
South Indian	..	2	*	..	..	..	11,5	17,5	*
Total	..	4,5		..	..		607,2	779,4	
Total, 1936-37	358,3	562,5	75,57,8	229,7	246,9	12,04,0	23,468,0	31,891,4	26,83,38,6
Total, 1935-36	332,6	489,3	68,92,	94,2	103,3	6,47,1	22,348,0	29,877,9	23,32,179
Increase	25,7	73,2	6,65,7	135,5	143,6	5,56,9	1,120,0	2,013,5	3,51,20,7
Decrease	..	..	..	..	..	..	..	..	..

*Shown under

‡ In these totals consignments passing over two or more

†Not recorded

Railways and the earnings therefrom for the year 1936-37. (*In hundreds*)—contd.

III. Light Merchandise.

(1) Cotton, raw unpressed.			(2) Cotton, manufactured.			(3) Fodder.			Railway.
Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	
74	75	76	77	78	79	80	81	82	83
Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	5′ 6″ Gauge.
4	6	10,6	18,6	87,5	17,40,9	50,7	66,4	3,37,3	Bengal-Nagpur.
6,2	7,7	2,04,9	115,4	126,0	76,61,1	152,5	163,9	11,02,1	Bombay, Baroda and Central India.
3	1,9	22,5	28,1	31,1	7,33,9	38,2	48,9	2,36,5	Eastern Bengal.
3,9	4,7	71,7	75,5	105,2	21,43,9	144,2	183,2	8,91,0	East Indian.
4,8	6,2	52,6	126,7	177,9	45,00,1	153,2	184,9	13,01,5	Great Indian Peninsula.
2,5	3,7	1,83,6	24,5	66,3	17,34,2	19,7	46,8	5,32,3	Madras and Southern Mahratta.
2,3	2,5	45,9	2,8	15,8	3,95,9	14,0	17,3	1,41,4	Nizam's State.
121,2	122,0	9,29,8	70,6	118,6	31,26,4	107,6	162,1	7,95,6	North Western.
8,8	12,5	3,18,4	34,3	43,1	11,67,8	10,6	12,0	1,68,6	South Indian.
150,4	161,8		496,5	771,5		690,7	885,5		Total.
									3′ 3-3/8″ Gauge.
5,3	5,3	74,1	2,6	9,9	1,03,0	10,8	11,6	36,7	Assam-Bengal.
†	†	†	27,1	55,6	9,38,9	29,4	30,6	1,44,9	Bengal and North Western.
7,9	13,5	*	79,8	125,4	*	20,7	30,5	*	Bombay, Baroda and Central India.
14,3	14,3	87,4	17,3	17,3	4,31 1	117,1	117,1	6,61,1	Burma.
7	9	*	1,7	20,6	*	16,7	23,2	*	Eastern Bengal.
33,0	33,4	1,55,3	1,4	13,3	1,82,5	7,6	13,5	70,7	Jodhpur.
12,9	14,7	*	17,1	36,4	*	49,9	67,9	*	Madras and Southern Mahratta.
1,0	1,0	*	3,6	8,4	*	8,4	8,6	*	Nizam's State.
2	3	4,1	2,3	11,3	92,1	5,4	6,0	25,0	Rohilkund and Kumaon.
22,8	24,9	*	41,6	50,5	*	14,2	16,3	*	South Indian.
98,1	108,3		194,5	348,7		280,2	325,3		Total.
									2′ 6″ and 2′ 0″ Gauges.
1	1	*	2,0	6,8	*	4,8	5,8	*	Bengal-Nagpur.
1,0	1,5	*	1	1,0	*	9	1,1	*	Bombay, Baroda and Central India.
..	..	*	..	1	*	..	..	*	Eastern Bengal.
..	..	*	4	2,2	*	2,4	4,1	*	Great Indian Peninsula.
3	4	*	1	3,9	*	7	2,7	*	North Western.
2	2	*	..	3	*	4	4	*	South Indian.
1,6	2,2		2,6	14,3		9,2	14,1		Total.
250,1	272,3	21,60,9	693,6	1,134,5	2,49,51,8	980,1	1,224,9	64,44,7	Total, 1936-37.
212,7	230,4	20,22,8	678,8	1,118,0	2,51,89,0	894,5	1,105,6	54,25,0	Total, 1935-36.
37,4	41,9	1,38,1	14,8	16,5	..	85,6	119,3	10,19,7	Increase.
..	..	..	..	..	2,37,2	..	..	..	Decrease.

5′ 6″ gauge.
gauges or railways are considered as two or more separate consignments.

29.—*Statement of Principal Commodities carried by Class I*

III. Light

Railway.	(4) Fruits and vegetables, fresh.			(5) Gur, Jagree, Molasses, etc. (Not in bulk).			(6) Jute, raw.		
	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings
84	85	86	87	88	89	90	91	92	93
5′ 6″ GAUGE.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
Bengal-Nagpur	19,9	47,7	7,09,4	3,2	30,7	4,23,8	6,0	17,2	1,72,3
Bombay, Baroda and Central India	26,4	44,5	10,42,9	8,2	66,2	27,05,5	..	..	..
Eastern Bengal	123,8	147,0	8,77,8	14,5	17,9	3,29,2	372,2	826,0	1,15,48,9
East Indian	947,9	979,4	19,75,5	180,9	193,2	13,03,7	19,8	57,2	3,17,5
Great Indian Peninsula	71,6	109,5	11,63,3	32,8	130,4	14,05,1	..	..	..
Madras and Southern Mahratta	73,9	112,7	14,30,8	38,5	50,9	9,48,4	§	§	§
Nizam's State	1,6	11,8	1,94,9	7	5,3	1,79,2	..	..	3
North Western	220,7	297,1	21,59,6	194,0	260,6	28,04,0	1	3	2,2
South Indian	58,9	65,7	11,66,9	7,6	9,1	3,12,0	..	..	4
Total	1,544,7	1,815,4		480,4	764,3		398,1	9,00,7	
3′ 3 3/8″ GAUGE.									
Assam-Bengal	26,0	31,0	1,92,6	4,4	9,8	49,7	186,8	198,5	9,27,6
Bengal and North Western	1,429,8	1,481,6	16,37,5	50,0	56,1	3,14,2	†	†	†
Bombay, Baroda and Central India	119,0	134,6	*	2,6	168,2	*	..	..	..
Burma	264,5	264,5	16,62,3	34,8	34,8	4,12,1	*Nil*	*Nil*	*Nil*
Eastern Bengal	78,3	112,7	*	5,0	36,5	*	514,5	559,9	*
Jodhpur	2,4	9,0	60,7	5	21,9	2,17,4	..	..	2
Madras and Southern Mahratta	42,7	49,0	*	64,7	73,5	*	§	§	§
Nizam's State	3,0	5,2	*	12,8	14,9	*	*Nil*	..	*
Rohilkund and Kumaon	576,1	644,1	5,67,9	94,8	94,9	5,36,4	††	††	††
South Indian	131,7	148,8	*	21,4	24,2	*	..	..	*
Total	2,673,5	2,880,5		291,0	534,8		701,3	758,4	
2′ 6″ AND 2′ 0″ GAUGES.									
Bengal-Nagpur	1,0	2,4	*	6	3,9	*	..	..	*
Bombay, Baroda and Central India	3	8	*	2	3,5	*	..	..	*Nil*
Eastern Bengal	..	..	*	..	..	*	..	..	*
Great Indian Peninsula	2	4	*	10,5	14,8	*	..	..	..
North Western	19,1	20,8	*	1,1	5,8	*	*Nil*	*Nil*	*Nil*
South Indian	3	6	*	..	..	*	..	..	*
Total	20,9	25,0		12,4	28,0		..	..	
Total, 1936-37	4,239,1	4,720,9	1,48,42,1	783,8	1,327,1	1,19,40,7	1,099,4	1,659,1	1,29,69,4
Total, 1935-36	4,289,1	4,864,2	1,49,10,1	789,0	1,351,6	1,21,10,0	850,4	1,238,5	95,53 1
Increase	..	..	..	..	..	..	249,0	420,6	34,16,3
Decrease	50,0	143,3	68,0	5,2	24,5	1,69,3	..	..	..

* Shown under
† Not recorded
‡ In these totals consignments passing over two or more
†† Not compiled.
§Included under "Other Commodities."

Railways and the earnings therefrom for the year 1936-37. (In hundreds)—contd.

Merchandise—*contd.*

(7) Iron and Steel, wrought.			(8) Kerosene oil in tins.			Railway.
Originating on Home line whether local or Foreign. 94	‡ Total. 95	Earnings. 96	Originating on Home line whether local or Foreign. 97	‡ Total. 98	Earnings. 99	100
Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	5′ 6″ Gauge.
604,3	627,5	35,06,5	5,9	21,6	3,88,1	Bengal-Nagpur.
63,2	92,1	24,71,5	41,3	41,6	9,11,9	Bombay, Baroda and Central India.
42,8	115,1	9,43,7	75,9	78,4	7,77,7	Eastern Bengal.
209,3	460,5	65,12,1	7,2	48,3	9,28,0	East Indian.
101,5	245,5	34,07,8	49,6	50,5	11,47,9	Great Indian Peninsula.
57,2	132,3	18,91,5	32,1	32,2	5,76,7	Madras and Southern Mahratta.
6,8	25,7	3,64,3	4	5,5	1,23,4	Nizam's State.
138,5	212,2	48,55,3	53,1	53,2	18,97,9	North Western.
10,2	31,1	7,62,6	16,6	18,7	3,80,4	South Indian.
1,233,8	1,942,0		282,1	350,0		Total.
						3′ 3-3/8″ Gauge.
26,2	38,5	4,39,3	81,8	84,1	10,12,3	Assam-Bengal.
26,9	67,6	6,81,0	1,5	11,0	1,10,7	Bengal and North Western.
15,4	68,5	*	1,2	18,6	*	Bombay, Baroda and Central India.
24,3	24,3	3,60,4	25,4	25,4	3,58,3	Burma.
4,6	37,5	*	4,1	46,4	*	Eastern Bengal.
2,2	18,7	2,33,3	1	7,7	1,61,8	Jodhpur.
16,1	62,5	*	17,1	24,3	*	Madras and Southern Mahratta.
2,7	13,7	*	7	5,2	*	Nizam's State.
4,0	13,8	71,2	2,9	5,6	29,7	Rohilkund and Kumaon.
32,6	50,1	*	19,2	22,5	*	South Indian.
155,0	395,2		154,0	250,8		Total.
						2′ 6″ and 2′ 0″ Gauges.
1,5	6,6	*	6	3,6	*	Bengal-Nagpur.
6	2,8	*	1	2,5	*	Bombay, Baroda and Central India.
..	1	*	..	..	*	Eastern Bengal.
1,0	2,7	*	2,4	4,3	*	Great Indian Peninsula.
9	4,9	*	1	2,5	*	North Western.
2	4	*	1	1,1	*	South Indian.
4,2	17,5		3,3	14,0		Total.
1,393,0	2,354,7	2,65,00,5	439,4	614,8	88,04,8	Total, 1936-37.
1,431,0	2,387,9	2,57,28,4	427,5	595,7	80,25,4	Total, 1935-36.
..	..	7,72,1	11,9	19,1	7,79,4	Increase.
38,0	33,2	..	..	..	..	Decrease.

5′ 6″ gauge.

gauges or railways are considered as two or more separate consignments.

29.—*Statement of Principal Commodities carried by Class I*

III.—Light

Railway.	(9) Petrol in tins.			(10) Tobacco.		
	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.
101	102	103	104	105	106	107
5′ 6″ Gauge.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
Bengal-Nagpur	2,6	2,7	41,4	13,4	38,5	8,14,6
Bombay, Baroda and Central India	4,3	4,3	1,32,0	36,7	40,6	10,95,2
Eastern Bengal	1,8	1,8	33,9	12,9	26,2	7,26,2
East Indian	3,3	4,1	48,2	26,1	51,7	10,37,1
Great Indian Peninsula	4,8	5,1	1,09,7	9,9	36,8	7,99,1
Madras and Southern Mahratta	4,4	4,4	1,13,8	35,8	56,3	12,04,2
Nizam's State	5	7	22,5	1,7	7,8	2,24,3
North Western	8,8	9,0	1,59,2	26,8	36,0	7,73,6
South Indian	4,2	5,3	2,18,5	15,9	19,0	4,30,8
Total	34,7	37,4		179,2	312,9	
3′ 3-3/8″ Gauge.						
Assam-Bengal	2,9	2,9	40,0	2,2	9,7	1,13,7
Bengal and North Western	6	6	7,3	41,2	44,2	6,41,2
Bombay, Baroda and Central India	3,0	4,2	*	9,4	23,2	*
Burma	6,8	6,8	1,87,5	16,0	16,0	2,13,8
Eastern Bengal	7	1,3	*	21,8	37,9	*
Jodhpur	6	1,3	33,5	5	4,1	67,6
Madras and Southern Mahratta	3,2	4,0	*	21,9	27,6	*
Nizam's State	3	6	*	2,7	4,3	*
Rohilkund and Kumaon	4	4	3,5	2,8	4,6	41,6
South Indian	6,2	6,4	*	9,4	14,0	*
Total	24,7	28,5		127,9	185,6	
2′ 6″ and 2′ 0″ Gauges.						
Bengal-Nagpur	6	8	*	1,6	5,5	*
Bombay, Baroda and Central India	..	3	*	2	4	*
Eastern Bengal	..	..	*	..	4	*
Great Indian Peninsula	1	2	*	..	6	*
North Western	*Nil*	5	*	2	1,5	*
South Indian	..	2	*	..	4	*
Total	7	2,0		2,0	8,8	
Total, 1936-37	60,1	67,9	11,56,0	309,1	507,3	81,83,0
Total, 1935-36	53,9	62,3	11,36,6	298,2	499,6	80,79,7
Increase	6,2	5,6	19,4	10,9	7,7	1,03,3
Decrease	..	..	..	..	..	..

* Shown under

‡ In these totals, consignments passing over two or more

Railways and the earnings therefrom for the year 1936-37. (In hundreds)—contd.

Merchandise—*concld.*

(11) Provisions.			(12) Manures (all kinds).			(13) Total light merchandise. (Items 1 to 12.)			Railway.
Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	
108	109	110	111	112	113	114	115	116	117
Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	5′ 6″ GAUGE.
72,0	124,1	19,85,8	25,3	29,0	1,05,6	822,3	1,093,5	1,02,36,3	Bengal-Nagpur.
77,4	113,6	29,32,5	39,9	49,4	3,01,5	571,5	749,9	2,05,61,1	Bombay, Baroda and Central India.
37,3	91,7	23,53,5	10,5	13,1	97,2	758,3	1,399,1	1,86,81,0	Eastern Bengal.
99,0	162,2	38,14,8	28,3	31,6	2,49,1	1,745,4	2,281,3	1,92,92,6	East Indian.
107,2	200,5	37,58,6	13,5	34,0	1,66,1	675,6	1,181,3	1,78,11,8	Great Indian Peninsula.
62,1	130,0	26,84,0	18,2	20,4	94,7	368,9	656,0	1,13,94,2	Madras and Southern Mahratta.
17,6	39,6	6,97,1	14,5	17,9	1,72,6	62,9	149,9	25,61,8	Nizam's State.
92,6	115,8	31,03,6	2,5	2,9	14,9	1,036,5	1,389,8	2,06,22,1	North Western.
87,9	120,7	27,81,6	19,4	27,5	3,65,8	274,4	364,7	80,73,8	South Indian.
653,1	1,098,2		172,1	225,8		6,315,8	9,265,5		Total.
									3′ 3-3/8″ GAUGE.
†89,4	‡108,7	18,69,1	7,1	14,8	1,36,1	445,5	524,8	49,94,2	Assam-Bengal.
56,3	73,4	8,70,6	7,9	11,5	63,3	1,670,7	1,832,2	54,09,6	Bengal and North Western.
31,4	79,1	*	8,8	11,1	*	299,2	676,9	*	Bombay, Baroda and Central India.
88,7	88,7	20,54,7	4,4	4,4	16,4	613,6	613,6	64,45,1	Burma.
32,0	98,5	*	1,1	12,4	*	681,2	987,8	*	Eastern Bengal.
4,3	16,9	1,97,8	1	1	3	52,7	139,9	13,86,1	Jodhpur.
70,8	109,0	*	2,2	3,9	*	318,6	472,8	*	Madras and Southern Mahratta.
11,0	21,2	*	10,1	10,6	*	56,3	93,7	*	Nizam's State.
4,8	9,7	60,8	1,2	1,4	5,0	694,9	792,1	14,37,3	Rohilkund and Kumaon.
99,2	132,0	*	33,7	51,1	*	432,0	540,8	*	South Indian.
487,9	737,2		76,6	121,3		5,264,7	6,674,6		Total.
									2′ 6″ AND 2′ 0″ GAUGES.
9,0	17,7	*	5	9	*	22,3	54,1	*	Bengal-Nagpur.
4,3	7,1	*	5,4	5,4	*	13,1	26,4	*	Bombay, Baroda and Central India.
1,8	1,8	*	..	..	*	1,8	2,4	*	Eastern Bengal.
5	3,7	*	1	6,3	*	17,6	39,3	*	Great Indian Peninsula.
3,7	6,8	*	1	1	*	26,3	49,9	*	North Western.
7,6	8,5	*	5	5	*	9,3	12,6	*	South Indian.
26,9	45,6		6,6	13,2		90,4	184,7		Total.
1,167,9	1,881,0	2,91,64,5	255,3	360,3	17,88,6	11,670,9	16,124,8	14,89,07,0	Total, 1936-37.
1,185,4	1,927,7	2,96,34,7	219,4	312,9	13,85,6	11,329,9	15,694,4	14,32,00,4	Total, 1935-36.
..	..	..	35,9	47,4	4,03,0	341,0	430,4	57,06,6	Increase.
17,5	46,7	4,70,2	..	..	..	..	..	..	Decrease.

5′ 6″ gauge.
gauges or railways are considered as two or more separate consignments.
† Includes Tea, Indian, 62,5 tons, Rs. 14,52,7 & Provisions for Railway employee's at special rate 5 tons & Rs. 2,0.

29.—*Statement of Principal Commodities carried by Class I*

Railway.	IV.—Other Commodities.			V.—Total (General Merchandise) (Heads II, III and IV.)			VI.—Military Traffic		
	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.
118	119	120	121	122	123	124	125	126	127
5′ 6″ Gauge.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
Bengal-Nagpur	1,423,9	1,658,4	1,04,27,3	6,221,5	7,099,2	4,22,97,2	1,6	3,3	40,0
Bombay, Baroda and Central India	732,1	985,9	1,43,99,3	2,472,8	3,613,0	6,95,34,3	1,3	1,6	81,7
Eastern Bengal	270,0	451,1	32,85,0	1,499,7	2,524,5	2,88,13,4	5,5	7,9	28,2
East Indian	2,010,6	2,620,3	2,25,07,1	6,041,2	8,421,9	7,05,83,2	42,1	69,7	5,06,3
Great Indian Peninsula	1,781,7	2,026,6	1,89,68,4	4,348,1	6,341,2	7,94,45,8	45,1	66,6	6,83,9
Madras and Southern Mahratta	318,3	633,3	85,64,5	1,388,2	2,515,2	4,14,96,1	1,9	5,6	71,3
Nizam's State	57,7	157,5	20,37,5	478,7	941,1	1,19,09,3	8	11,7	73,1
North Western	1,189,2	1,503,0	1,98,70,5	5,974,4	7,301,5	9,95,59,8	211,1	255,2	16,47,9
South Indian	262,4	318,2	59,18,0	864,4	1,315,3	2,59,51,0	9	2,5	37,9
Total	8,045,9	10,354,3		29,289,0	40,072,9		310,3	424,1	
3′ 3-3/8″ Gauge.									
Assam-Bengal	81,0	137,1	11,79,0	884,7	1,072,3	90,07,2	2	1,4	4,8
Bengal and North Western	283,4	484,3	34,41,7	3,329,8	4,228,5	2,13,50,4	7,6	7,7	37,6
Bombay, Baroda and Central India	171,0	478,8	*	1,396,9	3,046,9	*	6,7	11,5	*
Burma	354,2	354,2	39,98,4	2,911,6	2,911,6	2,32,34,2	12,7	12,7	47,8
Eastern Bengal	65,9	157,7	*	1,045,4	1,781,0	*	1	2,1	*
Jodhpur	73,4	131,6	12,00,0	495,2	825,7	64,17,0	*Nil*	6	10,5
Madras and Southern Mahratta	207,0	342,6	*	1,429,4	2,081,5	*	2,1	4,9	*
Nizam's State	34,4	60,0	*	339,4	524,6	*	1,2	3,1	*
Rohilkund and Kumaon	50,1	96,1	4,76,7	1,106,0	1,309,9	39,20,1	4,4	5,1	20,9
South Indian	198,0	277,5	*	1,778,2	2,071,4	*	2	2,2	*
Total	1,518,4	2,519,9		14,716,6	19,853,4		35,2	51,3	
2′ 6″ and 2′ 0″ Gauges.									
Bengal Nagpur	70,0	90,7	*	357,4	466,7	*	1	8	*
Bombay, Baroda and Central India	20,4	29,5	*	185,2	244,9	*	..	..	*
Eastern Bengal	1	3	*	1,9	2,8	*	..	..	*
Great Indian Peninsula	3,4	10,4	*	77,3	141,0	*	..	..	*
North Western	37,0	84,1	*	185,9	293,6	*	16,4	37,7	*
South Indian	2,6	5,0	*	23,4	35,1	*	*Nil*	*Nil*	*Nil*
Total	133,5	220,0		831,1	1,184,1		16,5	38,5	
Total, 1936-37	9,697,8	13,094,2	11,62,73,4	44,836,7	61,110,4	53,35,19,0	362,0	513,9	32,91,9
Total, 1935-36	9,551,1	12,678,0	10,95,29,4	43,229,0	58,250,3	48,59,47,7	275,3	403,0	27,74,6
Increase	146,7	416,2	67,44,0	1,607,7	2,860,1	4,75,71,3	86,7	110,9	5,17,3
Decrease	..	..	..	..	..	..	..	..	..

* Shown under

† Includes 2,3 tons and Rs. 8,2 earnings for oil fuel

‡ In these totals consignments passing over two or more

Railways and the earnings therefrom for the year 1936-37. (In hundreds)—contd.

VII.—Live Stock.			VIII.—Railway Materials.			IX—Materials and Stores on Revenue Account. (1) Fuel.			Railway.
Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	
128	129	130	131	132	133	134	135	136	137
Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	5′ 6″ Gauge.
5,1	5,9	66,1	214,4	238,7	11,63,9	866,4	866,7	22,56,7	Bengal-Nagpur.
30,8	45,4	20,89,6	44,7	49,1	1,75,0	19,6	236,2	12,13,6	Bombay, Baroda and Central India.
3,9	4,1	1,08,8	213,6	229,0	4,10,0	12,7	293,0	8,06,0	Eastern Bengal.
21,4	33,0	13,80,6	808,8	825,6	9,91,1	†1,613,4	†1,613,4	†53,14,0	East Indian.
19,1	20,6	4,05,4	267,0	283,7	3,88,2	557,3	850,1	26,77,8	Great Indian Peninsula.
9,0	9,3	2,26,7	87,1	147,3	4,25,2	4	391,4	18,31,4	Madras and Southern Mahratta.
..	2	20,6	36,2	44,2	82,1	209,8	209,8	2,94,2	Nizam's State.
27,0	27,1	4,06,7	1,635,7	1,635,9	9,82,8	70,2	1,067,2	40,23,9	North Western.
1,4	2,1	74,1	85,2	86,4	69,6	7,1	270,5	7,20,0	South Indian.
117,7	147,7		3,392,7	3,539,9		3,356,9	5,798,3		Total.
									3′ 3-3/8″ Gauge.
1,4	1,8	34,2	113,3	119,8	1,53,6	11,1	104,7	2,09,5	Assam-Bengal.
8,0	10,4	1,44,3	62,2	67,3	1,19,4	48,5	276,0	5,78,2	Bengal and North Western.
23,8	28,9	*	32,7	46,3	*	7,9	244,2	*	Bombay, Baroda and Central India.
10,9	10,9	3,69,3	37,0	37,0	23,9	190,6	190,6	4,64,0	Burma.
4	4,3	*	62,2	80,5	*	6,5	119,7	*	Eastern Bengal.
8	9	11,1	147,2	158,7	1,05,6	4,1	65,5	1,56,9	Jodhpur.
3,4	3,7	*	12,4	34,4	*	152,4	158,1	*	Madras and Southern Mahratta.
8	8	*	10,1	12,8	*	1	30,8	*	Nizam's State.
4	6	4,8	96,6	98,2	1,14,8	53,0	53,0	18,9	Rohilkund and Kumaon.
1,6	1,7	*	229,5	232,8	*	21,7	128,0	*	South Indian.
51,5	64,0		803,2	887,8		495,9	1,370,6		Total.
									2′ 6″ and 2′ 0″ Gauges.
1	1	*	26,4	26,4	*	51,4	54,2	*	Bengal-Nagpur.
1	1	*	19,2	19,3	*	3	6	*	Bombay, Baroda and Central India.
..	..	*	..	..	*	..	..	*	Eastern Bengal.
..	..	*	..	..	*	..	..	*	Great Indian Peninsula.
2	3	*	17,2	18,3	*	15,2	15,3	*	North Western.
..	..	*	..	..	*	1	1	*	South Indian.
4	5		62,8	64,0		67,0	70,2		Total.
169,6	212,2	53,42,3	4,258,7	4,491,7	52,05,2	3,919,8	7,239,1	2,05,65,1	Total, 1936-37.
156,7	201,5	51,84,0	5,399,2	5,621,6	61,17,6	3,693,8	6,802,3	1,99,07,3	Total, 1935-36.
12,9	10,7	1,58,3	..	..	..	226,0	436,8	6,57,8	Increase.
..	..	..	1,140,5	1,129,9	9,12,4	..	..	..	Decrease

5′ 6″ gauge.
for Home Line Revenue Account.
gauges or railways are considered as two or more separate consignments.

2.).—*Statement of Principal Commodities carried by Class I Railways and the earnings therefrom for the year 1936-37. (In hundreds)*—concld.

Railway.	IX.—Materials and Stores on Revenue Account—*concld.*						X.—Total—All Commodities. [Heads I (3) to (5), and V to IX.]		
	(2) General Stores and materials.			(3) Total.					
	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.
138	139	140	141	142	143	144	145	146	147
5′ 6″ Gauge.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
Bengal-Nagpur	652,1	659,6	4,15,1	1,518,5	1,526,3	26,71,8	13,880,3	15,453,5	6,33,29,9
Bombay, Baroda and Central India	315,1	319,1	4,53,2	334,7	555,3	16,66,8	3,005,9	5,232,0	7,85,49,6
Eastern Bengal	305,6	348,6	5,83,3	318,3	641 ,6	13,89,3	2,079,3	4,812,1	3,39,00,4
East Indian	1,393,8	1,462,8	11,37,0	3,007,2	3,076,2	64,51,0	20,598,5	24,150,9	13,45,73,1
Great Indian Peninsula	800,5	800,5	6,22,9	1,357,8	1,650,6	33,00,7	7,057,8	10,465,6	9,27,81,8
Madras and Southern Mahratta	224,3	226,4	3,12,3	224,7	617,8	21,43,7	1,853,4	3,915,8	4,77,80,9
Nizam's State	48,9	49,3	75,5	258,7	259,1	3,69,7	1,524,0	2,035,8	1,52,89,9
North Western	1,534,4	1,587,0	11,52,3	1,604,6	2,654,2	51,76,2	9,966,0	13,491,4	11,39,03,8
South Indian	470,5	475,4	3,21,9	477,6	745,9	10,41,9	1,489,0	2,221,0	2,77,44,7
Total	5,745,2	5,928,7	–	9,102,1	11,727,0		61,454,2	81,778,1	
3′ 3-3/8″ Gauge.									
Assam-Bengal	155,3	167,3	2,54,0	166,4	272,0	4,63,5	1,198,2	1,583,0	1,00,13,5
Bengal and North Western	256,8	271,0	2,99,5	305,3	547,0	8,77,7	3,828,1	5,292,2	2,36,84,3
Bombay, Baroda and Central India	164,9	176,3	*	172,8	420,5	*	1,706,8	4,051,2	*
Burma	575,3	575,3	3,78,5	765,9	765,9	8,42,5	3,856,7	3,856,7	2,54,94,6
Eastern Bengal	125,5	138,6	*	132,0	258,3	*	1,248,1	2,477.3	*
Jodhpur	188,6	192,5	75,5	192,7	258,0	2,32,4	849,1	1,296,2	69,79,6
Madras and Southern Mahratta	94,2	99,1	*	246,6	257,2	*	1,806,1	2,538,4	*
Nizam's State	72,5	73,6	*	72,6	104,4	*	436,2	696,3	*
Rohilkund and Kumaon	56,8	56,8	34,7	109,8	109,8	53,6	1,534,3	1,766,5	45,39,7
South Indian	873,9	888,7	*	895,6	1,016,7	*	3,031,8	3,463,5	*
Total	2,563,8	2,639,2		3,059,7	4,009,8		19,495,4	27,011,3	
2′ 6″ and 2′ 0″ Gauges.									
Bengal-Nagpur	104,0	106,1	*	155,4	160,3	*	613,2	759,4	*
Bombay, Baroda and Central India	13,8	14,2	*	14,1	14,8	*	251,5	317,5	*
Eastern Bengal	1	2	*	1	2	*	2,0	3,0	*
Great Indian Peninsula	21,6	21,6	*	21,6	21,6	*	99,7	173,3	*
North Western	29,8	35,3	*	45,0	50,6	*	354,0	514,5	*
South Indian	1,8	2,4	*	1,9	2,5	*	31,0	43,3	*
Total	171,1	179,8		238,1	250,0		1,351,4	1,811,0	
Total, 1936-37	8,480,1	8,747,7	61,15,7	12,399,9	15,986,8	2,66,80,8	82,301,0	110,600,4	67,85,65,8
Total, 1935-36	9,856,2	10,163,6	66,56,4	13,550,0	16,965,9	2,65,63,7	82,738,9	109,652,6	62,79,34,5
Increase	..	..	..	..	..	1,17,1	..	9,47,8	5,06,31,3
Decrease	1,376,1	1,415,9	5,40,7	1,150,1	979,1	..	437,9	..	..

* Shown under 5′ 6″ gauge.

‡ In these totals consignments passing over two or more gauges or railways are considered as two or more separate consignments.

30.—ANALYSIS OF OPERATING EXPENSES OF CLASS I RAILWAYS FOR THE YEAR 1936-37.

30.—*Analysis of operating expenses of*

TABLE A.—MAINTENANCE OF

Railway.	*A I (1).—Administrative and Executive officers.			*A. I (2).—Subordinate supervising staff.			*A. I (3).—Office Staff.		
	Total amount.	Per equated track mile.	Percentage of total working expenses.	Total amount.	Per equated track mile.	Percentage of total working expenses.	Total amount.	Per equated track mile.	Percentage of total working expenses.
1	2	3	4	5	6	7	8	9	10
5′ 6″ Gauge.	Rs.	Rs.		Rs.	Rs.		Rs.	Rs.	
Bengal-Nagpu . . .	8,24,859	313·9	1·32	6,13,709	233·5	0·99	6,05,210	230·3	0·97
Bombay, Baroda and Central India	3,48,479	207·7	0·83	3,61,362	215·4	0·87	4,13,773	246·6	0·99
Eastern Bengal . . .	3,05,552	211·9	0·97	2,11,196	146·5	0·67	2,80,268	194·4	0·89
East Indian	10,21,417	159·4	0·86	11,16,854	174·3	0·94	9,55,129	149·1	0·81
Great Indian Peninsula . .	8,93,591	189·2	1·02	7,22,688	153·0	0·83	7,47,467	158·2	0·86
Madras and Southern Mahratta	3,07,102	195·2	1·15	2,16,753	137·7	0·81	2,42,532	154·1	0·90
Nizam's State . . .	1,28,239	217·3	1·93	84,604	143·3	1·28	75,517	127·9	1·15
North Western . . .	10,82,094	132·9	0·96	12,35,825	151·8	1·09	8,53,039	104·8	0·75
South Indian	1,40,372	180·8	1·33	1,05,508	135·9	1·00	98,550	126·9	0·93
3′ 3½″ Gauge.									
Assam-Bengal . . .	2,62,367	279·9	1·67	1,56,544	167·0	1·00	1,47,955	157·9	0·94
Bengal and North Western .	‡	‡	‡	‡	‡	‡	‡	‡	‡
Bombay, Baroda and Central India	3,11,046	207·5	1·09	2,95,140	196·9	1·03	3,15,326	210·4	1·11
Burma	4,00,296	211·2	1·51	3,87,750	204·7	1·47	3,19,551	168·7	1·21
Eastern Bengal . . .	1,17,117	114·9	0·79	1,30,802	128·3	0·88	1,38,964	136·3	0·93
Jodhpur	1,06,500	149·1	1·63	55,023	77·1	0·84	54,530	76·4	0·83
Madras and Southern Mahratta	2,80,637	158·7	1·39	2,32,242	131·4	1·15	1,93,180	109·3	0·96
Nizam's State . . .	85,837	191·3	1·75	66,756	148·8	1·36	57,868	128·9	1·18
Rohilkund and Kumaon . .	‡	‡	‡	‡	‡	‡	‡	‡	‡
South Indian . . .	3,93,261	219·8	1·54	3,05,170	170·5	1·20	2,83,998	158·7	1·12
2′ 6″ and 2′ 0″ Gauges.									
Bengal-Nagpur . . .	66,199	111·2	1·40	83,616	140·4	1·77	49,923	83·8	1·05
Bombay, Baroda and Central India	12,448	92·4	1·61	14,138	105·0	1·83	—6,737	—50·0	—0·87
Eastern Bengal . .	1,224	52·5	0·95	257	11·0	0·20	583	25·0	0·45
Great Indian Peninsula . .	4,934	32·5	1·09	7,694	50·7	1·69	4,847	32·0	1·07
North Western . . .	1,01,134	174·1	1·75	99,974	172·1	1·73	69,334	119·3	1·20
South Indian . . .	20,437	333·8	4·14	8,026	131·1	1·63	13,897	227·0	2·81

* According to the revised form introduced from 1931-32.
† According to the form prior to 1931-32.

STRUCTURAL WORKS.

A.I.—Administration—Total.			A.II-1(a)—Track—Ordinary repairs and maintenance.			†A. II-1(b) and A.II (3).—Bridges, tunnels and conservancy of rivers. *A. II-1(c).—Bridges—ordinary repairs and maintenance.			*A. II-1 (d).—Service buildings, ordinary repairs and maintenance.			Railway.
Total amount.	† Per mile of track including sidings. *Per equated track mile.	Percentage of total working expenses.	Total amount.	† Per mile of track including sidings. *Per equated track mile.	Percentage of total working expenses.	Total amount.	†Per mile of track including sidings. *Per 100 lineal feet of opening per track.	Percentage of total working expenses.	Total amount.	Per 100 square feet of plinth area per floor.	Percentage of total working expenses.	
11	12	13	14	15	16	17	18	19	20	21	22	23
Rs.	Rs		Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		5' 6" Gauge.
22,53,826	*857·6	3·62	24,97,662	*950·3	4·02	*2,17,367	*118·3	0·35	3,74,069	7·82	0·60	B. N.
12,38,970	*738·6	2·97	17,18,750	*1,024·5	4·12	*1,20,427	*71·8	0·29	1,87,661	‡	0·45	B., B. & C. I.
11,20,937	*777·4	3·57	11,21,852	*778·0	3·58	*99,997	*154·5	0·32	2,11,519	4·38	0·67	E. B.
35,64,449	*556·3	3·01	48,71,842	*760·4	4·11	*¶3,46,464	*82·2	0·29	9,69,058	6·29	0·82	E. I.
25,93,951	*549·1	2·97	39,86,683	*843·9	4·57	*1,83,814	*79·5	0·21	3,58,284	2·84	0·41	G. I. P.
(b)8,37,953	*532·5	3·13	13,29,157	*844·6	4·96	*1,01,298	*88·9	0·38	1,40,131	2·93	0·52	M. & S. M.
3,16,123	*535·6	4·80	4,31,786	*731·5	6·55	*¶19,240	*60·9	0·29	16,516	‡	0·25	N. S.
36,40,089	*447·1	3·22	56,62,566	*695·5	5·01	*3,17,284	*81·5	0·28	6,39,187	3·74	0·57	N. W.
3,73,441	*480·9	3·54	4,05,553	*522·2	3·85	*¶48,741	*100·6	0·46	33,031	2·64	0·31	S. I.
												3' 3⅜" Gauge.
6,08,265	*649·0 (e)	3·88	12,02,475	*1,283·0 (f)	7·67	*1,01,035	*124·1 (i)	0·64	1,29,774	‡	0·83	A. B.
6,11,344	†229·0	3·45	9,85,853	†369·3	5·57	†1,60,169	†60·0	0·91	1,77,202	‡	1·00	B. & N. W.
9,98,959	*666·5	3·50	13,38,403	*893·0	4·69	*49,520	*48·8	0·17	1,52,989	4·33	0·54	B. B. & C. I.
13,19,031	*696·2	4·99	15,58,814	*822·8	5·89	*1,46,776	*117·9	0·56	84,629	2·35	0·32	Burma.
4,57,043	*448·2	3·07	7,66,122 (a)	*751·3	5·14	*40,088 (a)	*59·0	0·27	67,697 (a)	5·33	0·46	E. B.
2,28,767 (b)	*320·4	3·50	5,15,303	*721·6	7·88	*¶22,712	*112·1	0·35	16,297	1·89	0·25	Jodhpur.
7,74,418	*438·0	3·84	15,50,037	*876·8	7·69	*60,512	*48·3	0·30	70,511	3·52	0·35	M. & S. M.
2,31,954	*516·8 (g)	4·73	4,78,737	*1,066·7 (h)	9·77	*¶10,210	*32·9	0·21	16,085	‡	0·33	N. S.
1,11,263	†161·6	3·23	2,73,057	†396·5	7·91	†46,720	(j)†67·8	1·35	‡	‡	‡	R. & K.
10,58,049	*591·3	4·16	10,65,031	*595·2	4·18	*¶67,769	*51·4	0·27	1,48,021	3·16	0·58	S. I.
												2' 6" & 2' 0" Gauges.
2,16,359	*363·3	4·57	4,95,039	*831·2	10·5	*20,151	*42·9	0·43	28,046	6·21	0·59	B. N.
20,607	*153·0	2·66	1,04,572	*776·6	13·5	*1,572	‡	0·20	1,501	‡	0·19	B., B. & C. I.
2,612	*112·1	2·02	14,475	*621·3	11·2	*8	*1·75	0·00	256	1·13	0·20	E. B.
18,595	*122·6	4·09	89,676	*591·1	19·7	*1,622	*12·4	0·36	1,625	1·89	0·36	G. I. P.
3,18,178	*547·6	5·51	4,67,769	*805·1	8·10	*21,879	*37·8	0·38	28,930	4·52	0·50	N. W.
45,534	*743·7	0·22	37,303	*609·2	7·55	*¶885	*33·1	0·18	1,601	6·42	0·32	S. I.

‡ Information not available.

¶ Includes expenditure on tunnels.

(a) Includes the freight of stores pertaining to this head, booked in accounts under the head A-II-6 (a) "Carriage of Revenue Stores."

(b) Includes expenditure booked under "Furniture and Sundries" (A-II—2-C. of the C. and R. a/cs) B. G. Rs. 2,552 M. G. Rs. 584, etc.

	Per mile of line maintained. Rs.	Per train mile. As.
(e)	290·0	1·05
(f)	467·7	1·70
(g)	195·2	0·95
(h)	479·2	2·33
(i)	76·0	0·27
(j)	82·0	0·40

30.—*Analysis of operating expenses of*

TABLE A.—MAINTENANCE OF

Railway.	*A. II 1 (*f*).—Residential buildings—Ordinary repairs and maintenance.			*A II 1 (*b*), (*e*), (*g*), (*h*), and (*i*).—Other items—Ordinary repairs and maintenance.		*A. II 1—All items, total. Ordinary repairs and maintenance.		
	Total amount.	Per 100 square feet of plinth area per floor.	Percentage of total working expenses.	Total amount.	Percentage of total working expenses.	Total amount.	Per equated track mile.	Percentage of total working expenses.
24	25	26	27	28	29	30	31	32
5′ 6″ Gauge.	Rs.	Rs.		Rs.		Rs.	Rs.	
Bengal-Nagpur	7,69,019	7·04	1·24	1,09,979	0·17	39,68,096	1,509·8	6·38
Bombay, Baroda and Central India	1,77,888	‡	0·43	23,614	0·06	22,28,340	1,328·3	5·34
Eastern Bengal	2,95,799	5·86	0·94	2,21,105	0·70	19,50,272	1,352·6	6·21
East Indian	(*c*) 7,83,706	3·14	0·66	(*a*) 2,69,717	0·23	72,40,787	1,130·2	6·11
Great Indian Peninsula	4,37,491	4·23	0·50	2,16,458	0·25	51,82,730	1,097·1	5·94
Madras and Southern Mahratta	1,25,309	2·37	0·47	74,485	0·28	17,70,380	1,125·0	6·60
Nizam's State	(*i*) 55,004	‡	0·84	(*h*) 19,125	0·29	5,41,671	917·7	8·22
North Western	7,30,261	2·52	0·64	5,88,728	0·52	70,38,026	974·9	7·02
South Indian	27,510	1·71	0·26	(*h*) 1,926	0·02	5,16,811	665·5	4·90
3′ 3½″ Gauge.								
Assam-Bengal	2,44,870	‡	1·56	70,981	0·45	17,49,135	1,866·3	11·2
Bengal and North Western	1,45,752	‡	0·82	1,68,049	0·95	§30,965	§ (*m*)	§ 0·17
Bombay, Baroda and Central India	2,20,825	3·35	0·77	61,087	0·22	18,22,824	1,216·2	6·39
Burma	2,07,206	4·22	0·78	60,530	0·23	20,57,955	1,086·3	7·78
Eastern Bengal	1,08,740	6·37	0·73	1,28,120	0·86	11,10,767	1,089·3	7·46
Jodhpur	(*d*) 47,400	3·45	0·73	(*h*) 21,111	0·32	(*d*) 6,22,823	572·2	9·53
Madras and Southern Mahratta	94,111	2·32	0·47	57,205	0·28	18,32,376	1,036·5	9·10
Nizam's State	(*i*) 54,399	‡	1·11	(*h*) 15,724	0·32	5,75,155	1,281·6	11·7
Rohilkund and Kumaon	‡	‡	‡	(*b*)74,168	2·14	§6,870	§(*n*)	§ 0·20
South Indian	1,44,046	2·83	0·57	(*h*) 35,349	0·14	14,60,216	816·0	5·74
2′ 6″ and 2′ 0″ Gauges.								
Bengal-Nagpur	36,553	4·92	0·77	9,362	0·20	5,89,151	989·2	12·5
Bombay, Baroda and Central India	1,559	‡	0·20	301	0·04	1,09,505	813·2	14·1
Eastern Bengal	322	1·20	0·25	908	0·70	15,969	685·4	12·4
Great Indian Peninsula	2,487	1·39	0·55	2,497	0·55	97,907	645·3	21·6
North Western	37,100	2·48	0·64	39,420	0·68	5,95,098	1,024·3	10·3
South Indian	815	2·05	0·17	(*h*) 283	0·06	40,887	667·8	8·28

(*a*) Represents expenditure on shore connections at Ferries and Miscellaneous.

(*b*) Represents other structural works —A.-II 1 (c) to (g) according to the form prior to 1931-32.

(*c*) Includes expenditure incurred on Electric Power stations and sub-stations.

(*d*) Includes the freight of stores pertaining to this head, booked in a/cs under the head "A-II-6 (*a*)—Carriage of Revenue Stores."

§ Represents equipment—A-II 2 according to the form prior to 1931-32.

(*h*) Excludes expenditure on 'Tunnels' included under 'Bridges' A-II-I (C).

Class I Railways for the year 1936-37—contd.

STRUCTURAL WORKS—*contd.*

*A.II 2—Special maintenance.		*A II 3 (*d*).—Signals and Interlocking—Ordinary repairs and maintenance. (Equipment).			A. II—Total repairs and maintenance.			Railway.
Total amount.	Percentage of total working expenses.	Total amount.	Per lever.	Percentage of total working expenses.	Total amount.	†Per mile of track including sidings. *Per equated track mile.	Percentage of total working expenses.	
33	34	35	36	37	38	39	40	41
Rs.		Rs.	Rs.		Rs.	Rs.		5′ 6″ Guage.
..	..	3,71,940	43·3	0·60	60,60,681	*2,306·0	9·75	Bengal-Nagpur.
1,81,622	0·44	3,40,241	38·4	0·82	30,73,539	*1,832·1	7·36	Bombay, Baroda and Central India.
5,51,100	1·76	4,27,505	67·6	1·36	37,87,219	*2,626·6	12·1	Eastern Bengal.
‡	‡	5,52,491	29·0	0·47	97,10,675	*1,515·7	8·19	East Indian.
1,38,718	0·16	4,89,801	37·2	0·36	65,07,410	*1,377·5	7·45	Great Indian Peninsula.
1,983	0·01	1,59,492	23·1	0·59	21,43,435 (*i*)	*1,362·0	8·00	Madras and Southern Mahratta.
‡	‡	22,444	21·8	0·34	6,40,240	*1,084·7	9·72	Nizam's State.
9,86,529	0·87	6,47,284	41·1	0·57	1,07,76,337	*1,323·5	9·53	North Western.
—3,590	—0·03	33,952	14·3	0·32	6,31,940	*813·7	5·99	South Indian.
								3′ 3½″ Guage.
15,922	0·10	69,969	32·4	0·39	21,98,186	*2,345·5	14·0	Assam-Bengal.
60,402	3·17	‡	‡	‡	26,26,711	† 983·9 (*e*)	14·8	Bengal and North Western.
90,833	0·32	1,62,829	27·5	0·57	21,56,337	*1,438·8	7·55	Bombay, Baroda and Central India.
1,29,299	0·49	1,54,030	63·7	0·58	29,20,484	*1,541·5	11·0	Burma.
1,83,988	1·23	3,754	1·16	0·03	14,27,893	*1,400·3	9·58	Eastern Bengal.
..	..	17,661	10·3	0·27	7,73,583	*1,083·3	11·8	Jodhpur.
47,465	0·24	1,22,036	30·0	0·61	21,50,776 (*i*)	*1,216·6	10·7	Madras and Southern Mahratta.
‡	‡	17,823	22·1	0·36	6,59,257	*1,469·0	13·5	Nizam's State.
‡	‡	‡	‡	‡	4,61,325	†669·9 (*g*)	13·4	Rohilkund and Kumaon.
66,554	0·26	86,702	16·9	0·34	18,83,858	*1,052·7	7·40	South Indian.
								2′ 6″ and 2′ 0″ Guages.
..	..	2,399	33·3	0·05	7,04,448	*1,182·8	14·9	Bengal-Nagpur.
1,363	0·18	..	..	..	1,13,756	*844·8	14·7	Bombay, Baroda and Central India
518	0·40	272	4·69	0·21	17,089	*733·4	13·2	Eastern Bengal.
36	0·01	245	0·94	0·01	1,11,382	*734·1	24·5	Great Indian Peninsula.
23,026	0·40	6,148	8·36	0·11	6,78,930	*1,168·6	11·8	North Western.
..	..	2,168	69·9	0·44	44,348	*724·3	8·98	South Indian.

* According to the revised form introduced from 1931-32.

† According to the form prior to 1931-32.

‡ Information not available.

Per mile of line maintained.	Per mile of track including sidings.	Per train mile.
Rs.	Rs.	As.
(*m*) 14·7	11·6	0·05
(*n*) 12·1	9·98	0·06
(*e*) 1,246·1	..	4·53
(*g*) 809·5	..	3·94

(*i*) Excludes expenditure on 'Furniture and Sundries' (AII-2. c. of C. and R. Accts.) taken under A. I.

30.—*Analysis of operating expenses of*

Railway.	TABLE A.—MAINTENANCE OF STRUCTURAL WORKS—*concld.*			TABLE B.—MAINTENANCE AND SUPPLY						
	TOTAL MAINTENANCE OF STRUCTURAL WORKS—*** (TOTAL ABSTRACT A.)			GENERAL ADMINISTRATION—(B. I.).					LOCOMOTIVES—(*a*).	
	Total amount.	†Per mile of track including sidings. *Per equated track mile.	Percentage of total working expenses.	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses.	Amount.	Per engine mile.
42	43	44	45	46	47	48	49	50	51	52
5′ 6″ GAUGE.	Rs.	Rs.		Rs.	As.	Rs.	As.		Rs.	As.
Bengal-Nagpur § . . .	83,14,507	*3,163·6	13·4	14,83,488	1·31	0·16	1·81	2·39	15,17,734	1·34
Bombay, Baroda and Central India.	43,12,509	*2,570·7	10·3	5,97,804	1·20	0·14	1·48	1·43	9,28,210	1·86
Eastern Bengal . . .	49,08,156	*3,404·0	15·6	7,61,643	1·28	0·21	1·63	2·43	6,57,591	1·12
East Indian	1,32,75,124	*2,072·0	11·2	31,24,851	1·26	0·15	1·65	2·64	33,94,869	1·37
Great Indian Peninsula . .	91,01,361	*1,926·6	10·4	15,67,790	1·26	0·16	1·51	1·80	17,26,982	1·39
Madras and Southern Mahratta	29,81,388	*1,894·5	11·1	5,76,691	1·13	0·15	1·34	2·15	7,30,287	1·43
Nizam's State . . .	9,56,363	*1,620·3	14·5	1,79,286	1·28	0·16	1·61	2·72	1,78,905	1·28
North Western . . .	1,44,16,426	*1,770·6	12·7	21,57,302	1·12	0·16	1·47	1·91	33,18,893	1·84
South Indian . .	10,05,381	*1,294·6	9·53	2,48,677	0·89	0·17	1·00	2·36	3,48,786	1·24
3′ 3¾″ GAUGE.										
Assam-Bengal . . .	28,06,451	*2,994·5 (*a*)	17·9	3,26,076	0·98	0·26	1·21	2·08	3,25,177	0·97
Bengal and North Western .	32,38,055	†1,212·8	18·3	3,10,781	0·48	0·11	0·53	1·75	**	**
Bombay, Baroda and Central India.	31,55,296	*2,877·0	11·1	10,03,574	1·66	0·36	2·03	3·51	8,21,448	1·36
Burma.	42,39,515	*2,237·7	16·0	8,83,563	1·51	0·36	1·85	3·34	5,90,139	1·01
Eastern Bengal . . .	18,84,936	*1,848·5	12·7	3,19,782	0·96	0·21	1·13	2·14	2,59,029	0·80
Jodhpur	10,02,350	*1,403·6	15·3	1,29,332	0·76	0·17	0·95	1·98	2,14,663	1·26
Madras and Southern Mahratta	29,25,194	*1,654·6	14·5	4,57,835	0·82	0·21	0·97	2·27	5,48,065	0·99
Nizam's State . . .	8,91,211	*1,985·8 (*b*)	18·2	1,35,906	1·12	0·30	1·40	2·77	99,581	0·96
Rohilkund and Kumaon .	‡5,72,588	†831·5	16·6	84,126	0·57	0·18	0·73	2·45	**	**
South Indian . . .	29,41,907	*1,644·0	11·6	5,66,584	0·86	0·27	0·95	2·23	6,18,627	0·94
2′ 6″ AND 2′ 0″ GAUGES.										
Bengal-Nagpur§ . . .	9,20,807	*1,546·1	19·5	1,16,732	0·84	0·35	1·05	2·47	1,59,276	1·14
Bombay, Baroda and Central India.	1,34,363	*997·8	17·4	8,866	0·29	0·21	0·33	1·14	52,047	1·73
Eastern Bengal . . .	19,701	*845·5	15·2	1,667	0·32	0·27	0·23	1·29	4,353	0·64
Great Indian Peninsula . .	1,29,977	*856·7	28·6	2,108	0·07	0·04	0·08	0·46	30,014	1·00
North Western . . .	9,97,108	*1,716·2	17·3	1,11,489	1·37	0·70	1·63	1·93	2,06,904	2·54
South Indian . . .	89,882	*1,468·0	18·2	17,810	0·81	0·60	0·83	3·61	17,126	0·78

* According to the revised form introduced from 1931-32.

† According to the form prior to 1931-32.

Per mile of line maintained.	Per mile of track including sidings.	Per train mile.
Rs.		As.
(*a*) 1,536·14	..	(*a*) 5·58
(*b*) 1,004·8	..	(*b*) 4·89

‡ Exclusive of value of stores returned to stock Rs. 1,869.

** Included under workshop repairs.

*** Excluding Depreciation or Replacement and Renewals as the case may be.

§ See explanation on page 183.

Class I Railways for the year 1936-37—contd.

OF LOCOMOTIVE POWER.

Running Repairs—[B. II.-1 (a)].			Locomotives—(b) Workshop Repairs [B.-II.-1 (b)]					Railway.
Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses.	Amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses.	
53	54	55	56	57	58	59	60	61
Rs.	As.		Rs.	As.	Rs.	As.		5' 6" Gauge.
0·17	1·86	2·44	23,37,030	2·07	0·26	2·86	3·76	B. N §
0·22	2·29	2·22	12,41,745	2·49	0·29	3·07	2·97	B., B. & C. I.
0·19	1·41	2·09	12,84,196	2·24	0·36	2·74	4·09	E. B.
0·16	1·79	2·87	45,54,606	1·84	0·22	2·41	3·84	E. I.
0·17	1·66	1·98	26,97,956	2·16	0·27	2·60	3·09	G. I. P.
0·18	1·71	2·72	13,21,819	2·59	0·33	3·08	4·93	M. & S. M.
0·16	1·61	2·71	2,47,011	1·76	0·22	2·22	3·75	N. S.
0·25	2·27	2·93	33,34,925	1·15	0·26	2·28	2·95	N. W.
0·23	1·40	3·30	4,65,446	1·65	0·30	1·87	4·41	S. I.
								3' 3¾" Gauge.
0·26	1·21	2·07	4,28,037	1·28	0·34	1·60	2·73	A. B.
**	**	**	‡11,71,840	‡1·60	‡0·43	‡2·02	‡6·62	B. & N. W.
0·29	1·66	2·88	15,09,183	2·50	0·53	3·05	5·29	B., B. & C. I.
0·24	1·23	2·23	6,54,020	1·11	0·26	1·37	2·47	Burma.
0·17	0·91	1·74	4,18,043	1·12	0·27	1·48	2·81	E. B.
0·29	1·58	3·28	1,71,234	1·01	0·23	1·26	2·62	Jodhpur.
0·26	1·15	2·72	8,81,504	1·58	0·41	1·86	4·37	M. & S. M.
0·22	1·02	2·03	1,86,215	1·60	0·41	1·92	3·80	N. S.
**	**	**	‡2,48,603	‡1·69	‡0·53	‡2·12	‡7·20	R. & K.
0·29	1·04	2·43	7,11,723	1·08	0·34	1·19	2·80	S. I.
								2' 6" & 2' 0" Gauges.
0·48	1·43	3·37	2,48,259	1·79	0·75	2·23	5·25	B. N.§
1·24	1·95	6·72	50,932	1·69	1·21	1·91	6·58	B., B. & C. I.
0·70	0·61	3·37	15,051	2·08	2·44	2·12	11·6	E. B.
0·55	1·08	6·61	30,220	1·00	0·55	1·09	6·65	G. I. P.
1·30	3·01	3·58	1,18,603	1·45	0·75	1·73	2·06	N. W.
0·58	0·80	3·46	21,096	0·96	0·72	0·99	4·27	S. I

‡ Includes running repairs.

§ In the case of this railway the various results under the columns 'per engine mile', 'per train mile' and 'per 1,000 gross ton miles' or 'per 1,000 vehicle miles' are based on respective actual figures for 9 months from April to November 1936 and March 1937 with 3 months' figures for December 1935, January and February 1936—the respective figures for these three months in 1936-37 not being compiled due to labour unrest.

30.—*Analysis of operating expenses of*

Railway.	TABLE B.—MAINTENANCE AND SUPPLY OF LOCOMOTIVE							
	Equipment (B. II. 3).					Total Ordinary Repairs and		
	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses.	Total amount.	Per engine mile.	Per 1,000 gross ton miles.
62	63	64	65	66	67	68	69	70
5′ 6″ Gauge.	Rs.	As.	Rs.	As.		Rs.	As.	Rs.
Bengal-Nagpur§	7,68,081	0·68	0·09	0·94	1·24	46,80,598	4·14	0·52
Bombay, Baroda and Central India	1,35,434	0·27	0·03	0·33	0·32	23,07,917	4·63	0·54
Eastern Bengal	2,91,813	0·48	0·08	0·63	0·93	22,35,461	3·84	0·63
East Indian	6,84,648	0·27	0·03	0·36	0·58	86,47,354	3·49	0·41
Great Indian Peninsula	3,22,217	0·26	0·03	0·31	0·37	47,62,891	3·82	0·48
Madras and Southern Mahratta	3,09,095	0·61	0·08	0·72	1·15	23,65,327	4·64	0·59
Nizam's State	32,120	0·16	0·03	0·29	0·49	4,59,427	3·20	0·41
North Western	7,46,458	0·41	0·06	0·51	0·66	74,45,447	4·13	0·57
South Indian	31,348	0·11	0·02	0·12	0·30	8,47,350	3·01	0·56
3′ 3¼″ Gauge.								
Assam-Bengal	1.10,404	0·33	0·09	0·41	0·70	8,63,618	2·58	0·69
Bengal and North-Western	55,554	0·00	0·02	0·10	0·32	12,34,526	1·60	0·45
Bombay, Baroda and Central India	2,62,530	0·44	0·09	0·53	0·92	25,93,431	4·30	0·91
Burma	57,799	0·10	0·02	0·12	0·22	13,06,523	2·23	0·52
Eastern Bengal	1,47,766	0·48	0·09	0·52	0·99	8,28,222	2·40	0·53
Jodhpur	9,110	0·06	0·01	0·07	0·14	4,02,278	2·37	0·54
Madras and Southern Mahratta	1,08,113	0·19	0·05	0·23	0·54	15,41,907	2·77	0·72
Nizam's State	20,705	0·16	0·04	0·22	0·43	3,08,060	2·72	0·67
Rohilkund and Kumaon	18,642	0·13	0·04	0·16	0·54	2,67,709	1·82	0·57
South Indian	73,091	0·11	0·03	0·12	0·29	14,07,374	2·14	0·66
2′ 6″ and 2′ 0″ Gauges.								
Bengal-Nagpur§	19,024	0·14	0·06	0·17	0·40	4,28,292	3·08	1·30
Bombay, Baroda and Central India	39	0·00	0·01	0·01	0·01	1,03,018	3·42	2·45
Eastern Bengal	186	0·00	0·03	0·03	0·15	19 590	2·72	3·17
Great Indian Peninsula	175	0·01	0·00	0·01	0·04	60,409	2·01	1·10
North-Western	32,829	0·40	0·21	0·48	0·57	3,58,456	4·39	2·26
South Indian	2,253	0·11	0·08	0·11	0·46	40,508	1·85	1 38

§ For explanation.

Class I Railways for the year 1936-37—contd.

POWER—*contd.*

Maintenance—(B-II).		Running Staff—(B.-III-1).					Fuel—(B. III-2).					Railway.
Per train mile.	Percentage of total working expenses.	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses.	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses.	
71	72	73	74	75	76	77	78	79	80	81	82	83
As.		Rs.	As.	Rs.	As.		Rs.	As.	Rs.	As.		5' 6" Gauge.
5·73	7·53	31,52,595	2·79	0·35	3·86	5·07	42,14,567	3·72	0·47	5·15	6·77	B. N. §
5·70	5·52	21,27,677	4·27	0·50	5·26	5·09	40,74,060	8·18	0·96	10·1	9·76	B. B. & C.I.
4·78	7·12	13,44,776	2·40	0·37	2·88	4·29	24,45,600	4·32	0·68	5·22	7·79	E. B.
4·57	7·30	62,77,603	2·54	0·30	3·32	5·30	90,61,678	3·66	0·43	4·79	7·64	E. I.
4·58	5·46	49,05,137	3·93	0·49	4·72	5·62	77,88,447	6·24	0·78	7·50	8·92	G. I. P.
5·52	8·82	14,61,188	2·86	0·37	3·41	5·45	37,27,272	7·30	0·93	8·70	13·9	M. & S. M.
4·13	6·97	3,56,966	2·40	0·32	3·21	4·42	4,60,775	3·36	0·40	4·14	7·00	N. S.
5·09	6·58	55,38,764	3·09	0·43	3·80	4·92	1,59,05,405	8·83	1·22	10·9	14·1	N. W.
3·40	8·03	7,89,502	2·81	0·52	3·17	7·48	17,76,040	6·31	1·18	7·13	16·8	S. I.
												3' 3⅜" Gauge.
3·22	5·50	4,71,917	1·41	0·37	1·76	3·01	12,01,315	3·60	0·96	4·48	7·66	A. B.
2·13	6·98	6,65,353	0·96	0·24	1·15	3·76	13,89,046	1·92	0·50	2·39	7·84	B. & N. W.
5·24	9·09	20,59,350	3·41	0·73	4·16	7·22	33,26,669	5·51	1·17	6·72	11·7	B. B. & C. I.
2·73	4·94	15,15,162	2·59	0·61	3·17	5·74	29,12,378	4·97	1·17	6·09	11·0	Burma.
2·92	5·56	5,88,715	1·76	0·37	2·08	3·95	12,33,885	3·52	0·79	4·35	8·28	E. B.
2·96	6·15	2,41,593	1·42	0·32	1·78	3·70	8,37,421	4·93	1·12	6·17	12·8	Jodhpur.
3·25	7·65	13,57,060	2·44	0·63	2·87	6·74	25,92,210	4·66	1·21	5·47	12·9	M. & S. M.
3·18	6·29	2,55,724	2·40	0·55	2·63	5·22	3,71,703	3·20	0·81	3·84	7·59	N. S.
2·29	7·75	1,16,045	0·79	0·25	0·99	3·34	4,81,202	3·27	1·03	4·11	13·9	R. & K.
2·36	5·53	16,80,082	2·55	0·80	2·82	6·59	32,47,574	4·94	1·53	5·46	12·8	S. I.
												2' 6" & 2' 0" Gauges.
3·84	9·05	2,39,509	1·72	0·73	2·15	5·07	3,51,553	2·53	1·06	3·16	7·43	B. N. §
3·87	13·3	57,215	1·90	1·36	2·15	7·38	90,203	2·99	2·15	3·39	11·7	B. B. & C. I.
2·76	15·2	18,573	2·72	3·00	2·61	14·4	11,613	1·60	1·88	1·63	8·98	E. B.
2·18	13·3	46,681	1·55	0·85	1·68	10·3	62,033	2·06	1·13	2·24	13·7	G. I. P.
5·22	6·21	2,79,224	3·42	1·76	4·07	4 83	6,49,364	7·96	4·09	9·46	11·2	N. W.
1·90	8·20	45,787	2·08	1·55	2·15	9·27	65,111	2·96	2·21	3·04	13·2	S. I.

see foot-note on pages 183.

30.—*Analysis of operating expenses of*

Railway.	TABLE B.—MAINTENANCE AND SUPPLY OF LOCOMOTIVE						
	Water, wages, Oil, Tallow and other Stores—B. III (3) and (4).					Total Operating	
	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses.	Total amount.	Per engine mile.
84	85	86	87	88	89	90	91
5′ 6″ Gauge.	Rs.	As.	Rs.	As.		Rs.	As.
Bengal-Nagpur§	5,42,826	0·48	0·06	0·66	0·87	84,19,662	7·44
Bombay, Baroda and Central India	2,82,514	0·57	0·07	0·70	0·68	64,35,663	12·9
Eastern Bengal	2,42,395	0·48	0·07	0·51	0·77	40,36,997	7·94
East Indian	12,70,099	0·51	0·06	0·67	1·08	1,68,34,519	6·80
Great Indian Peninsula	10,39,102	0·83	0·10	1·00	1·19	1,38,37,892	11·1
Madras and Southern Mahratta	3,81,093	0·75	0·10	0·89	1·42	54,93,208	10·8
Nizam's State	87,183	0·64	0·07	0·79	1·32	10,66,322	7·36
North Western	13,06,431	0·78	0·11	0·95	1·23	2,24,54,667	12·5
South Indian	1,90,077	0·68	0·13	0·77	1·80	28,06,670	9·98
3′ 3¾″ Gauge.							
Assam-Bengal	1,11,421	0·33	0·09	0·41	0·71	17,79,887	5·33
Bengal and North-Western	2,54,947	0·32	0·09	0·44	1·44	28,45,867	4·00
Bombay, Baroda and Central India	2,32,281	0·38	0·08	0·47	0·81	56,09,731	9·29
Burma	2,88,156	0·49	0·12	0·60	1·09	47,55,515	8·12
Eastern Bengal	1,03,633	0·32	0·07	0·37	0·69	19,43,789	5·60
Jodhpur	1,46,493	0·86	0·20	1·08	2·24	12,36,431	7·27
Madras and Southern Mahratta	3,17,607	0·57	0·15	0·67	1·57	42,57,238	7·65
Nizam's State	68,096	0·48	0·15	0·70	1·39	7,11,629	6·08
Rohilkund and Kumaon	62,586	0·43	0·14	0·53	1·81	6,55,104	4·46
South Indian	2,49,270	0·38	0·12	0·41	0·98	51,81,744	7·89
2′ 6″ and 2′ 0″ Gauges.							
Bengal Nagpur§	78,546	0·57	0·24	0·70	1·66	7,00,284	5·04
Bombay, Baroda and Central India	14,447	0·48	0·34	0·54	1·87	1,62,598	5·40
Eastern Bengal	3,630	0·48	0·59	0·52	2·81	34,102	4·80
Great Indian Peninsula	18,795	0·62	0·35	0·67	4·14	1,28,111	4·25
North-Western	68,679	0·85	0·43	1·00	1·19	10,04,542	12·3
South Indian	8,116	0·37	0·27	0·38	1·64	1,19,502	5·44

§ For explanation

Class 1 Railways for the year 1936-37—contd.

POWER—*concld.*

Expenses—(B. III.)			Total Maintenance and Supply of Locomotive power—(Total Abstract B).*					Railway.
Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses.	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses.	
92	93	94	95	96	97	98	99	100
Rs.	As.		Rs.	As.	Rs.	As.		5′ 6″ Gauge.
0·94	10·3	13·5	1,45,83,743	12·9	1·62	17·8	23·5	B. N. §
1·52	15·9	15·4	93,41,384	18·7	2·20	23·1	22·4	B. B. & C. I.
1·13	8·62	12·9	70,34,101	12·2	1·97	15·0	22·4	E. B.
0·79	8·90	14·2	2,86,06,724	11·6	1·35	15·1	24·2	E. I.
1·38	13·3	15·8	2,01,68,573	16·2	2·02	19·4	23·1	G. I. P.
1·38	12·8	20·5	84,35,226	16·5	2·12	19·7	31·5	M. & S. M.
0·94	9·59	16·2	17,05,035	11·8	1·51	15·3	25·9	N. S.
1·73	15·3	19·8	3,20,57,416	17·8	2·46	21·9	28·3	N. W.
1·86	11·3	26·6	39,02,697	13·9	2·59	15·7	37·0	S. I.
								3′ 3¾″ Gauge.
1·42	6·63	11·4	29,09,581	8·89	2·37	11·1	18·9	A. B.
1·03	4·91	16·1	43,91,174	6·08	1·59	7·57	24·8	B. & N. W.
1·98	11·3	19·7	92,06,736	15·2	3·25	18·6	32·3	B. B. & C. I.
1·91	9·95	18·0	69,45,601	11·9	2·79	14·5	26·3	Burma.
1·25	6·85	13·1	30,91,793	8·96	1·99	10·9	20·8	E. B.
1·66	9·11	18·9	17,68,041	10·4	2·37	13·0	27·1	Jodhpur.
1·98	8·99	21·1	62,56,980	11·3	2·91	13·2	31·1	M. & S. M.
1·55	7·34	14·5	11,55,595	9·92	2·52	11·9	23·6	N. S.
1·41	5·58	19·0	‡10,06,939	6·85	2·16	8·60	29·2	R. & K.
2·45	8·70	20·4	71,55,702	10·9	3·38	12·0	28·1	S. I.
								2′ 6″ & 2′ 0″ Gauges.
2·12	6·29	14·8	12,45,308	8·96	3·77	11·2	26·3	B. N. §
3·86	6·10	21·0	2,74,482	9·11	6·52	10·3	35·4	B. B. & C. I.
5·52	4·80	26·4	55,359	7·84	8·96	7·79	42·8	E. B.
2·34	4·61	28·2	1,90,628	6·33	3·48	6·87	42·0	G. I. P.
6·33	14·6	17·4	14,74,487	18·1	9·29	21·5	25·5	N. W.
4·05	5·60	24·2	1,77,820	8·10	6·03	8·33	36·0	S. I.

* Excluding Depreciation or Replacement and Renewals as the case may be.
‡ Exclusive of value of stores returned to stock Rs. 143.

see foot-note on page 183.

30.—*Analysis of operating expenses of*

TABLE C.—MAINTENANCE OF CARRIAGE

Railway.	General Administration—C. I.				Coaching Vehicles—(a).	
	Total amount.	For 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	Amount.	Per 1,000 vehicle miles.
101	102	103	104	105	106	107
5′ 6″ Gauge.	Rs.	Rs.	As.		Rs.	Rs.
Bengal-Nagpur§	6,32,663	1·63	0·77	1·02	2,58,461	2·88
Bombay, Baroda and Central India	3,30,790	1·73	0·82	0·79	2,76,133	4·09
Eastern Bengal	3,69,615	2·17	0·79	1·18	1,64,030	1·86
East Indian	13,78,670	1·46	0·73	1·16	5,27,828	1·88
Great Indian Peninsula	9,86,968	1·95	0·85	1·13	5,92,403	3·34
Madras and Southern Mahratta	3,25,647	1·96	0·76	1·22	1,11,383	1·93
Nizam's State	79,849	1·70	0·72	1·21	21,220	1·51
North Western	12,86,775	2·04	0·88	1·14	3,85,672	1·49
South Indian	77,944	1·21	0·31	0·74	46,466	1·31
3′ 3¾″ Gauge.						
Assam-Bengal	1,33,021	1·25	0·50	0·84	42,127	0·87
Bengal and North-Western	1,15,707	0·52	0·20	0·06	**	**
Bombay, Baroda and Central India	5,40,938	2·34	1·09	1·89	1,72,476	2·02
Burma	3,40,459	1·81	0·71	1·29	59,798	0·81
Eastern Bengal	1,83,296	1·43	0·65	1·23	1,02,331	1·70
Jodhpur	1,07,400	1·62	0·79	1·64	21,164	0·96
Madras and Southern Mahratta	1,93,637	1·29	0·41	0·96	68,560	1·13
Nizam's State	56,286	1·88	0·58	1·15	12,550	0·98
Rohilkund and Kumaon	30,895	0·88	0·26	0·88	**	**
South Indian	1,05,194	1·12	0·32	0·77	86,921	0·86
2′ 6″ and 2′ 0″ Gauges.						
Bengal Nagpur§	47,557	1·21	0·43	1·01	47,206	2·27
Bombay, Baroda and Central India	2,955	0·53	0·11	0·38	30,924	9·05
Eastern Bengal	807	0·73	0·11	0·62	1,570	1·49
Great Indian Peninsula	342	0·06	0·01	0·08	3,141	1·12
North-Western	48,198	2·74	0·70	0·83	19,368	2·39
South Indian	4,553	1·16	0·21	0·92	3,371	1·05

** Included in Workshop Repairs.

§ For explanation

Class I Railways for the year 1936-37—contd.

AND WAGON STOCK.

Running repairs—[C. II-1 (a)].		Coaching vehicles—(b) workshop repairs—[C. II-1 (b)].				Goods vehicles—(a) running repairs—[C. II-3 (a)]				Railway.
Per train mile.	Percentage of total working expenses.	Amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	Amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	
108	109	110	111	112	113	114	115	116	117	118
As.		Rs.	Rs.	As.		Rs.	Rs.	As.		5′ 6″ Gauge.
0·32	0·41	13,32,520	14·8	1·63	2·14	10,54,330	3·54	1·29	1·70	B. N.§
0·68	0·66	12,91,029	19·1	3·19	3·09	5,45,247	4·42	1·35	1·31	B. B. & C. I.
0·35	0·52	10,70,522	12·1	2·28	3·42	2,23,074	2·71	0·48	0·71	E. B.
0·28	0·45	30,30,445	10·8	1·60	2·56	18,12,942	2·73	0·96	1·53	E. I.
0·51	0·68	20,79,330	11·7	1·78	2·38	10,00,475	3·04	0·86	1·15	G. I. P.
0·26	0·42	7,29,320	12·7	1·70	2·72	1,36,557	1·25	0·32	0·51	M. & S. M.
0·19	0·32	1,36,510	9·71	1·23	2·07	42,713	1·30	0·39	0·65	N. S.
0·26	0·34	27,12,744	10·5	1·85	2·40	10,67,757	2·86	0·73	0·94	N. W.
0·19	0·44	2,37,486	6·67	0·95	2·25	26,945	0·93	0·11	0·26	S. I.
										3′3½″ Gauge.
0·16	0·27	4,37,472	9·08	1·63	2·79	69,945	1·21	0·26	0·45	A. B.
**	**	†4,76,872	†5·27	†0·82	†2·69	**	**	**	**	B. & N. W.
0·35	0·60	9,27,714	10·9	1·88	3·25	2,69,473	1·85	0·54	0·94	B. B. & C. I.
0·12	0·23	3,29,869	4·45	0·69	1·25	1,33,529	1·17	0·28	0·50	Burma.
0·36	0·69	7,20,476	12·0	2·55	4·84	1,30,287	1·90	0·46	0·87	E. B.
0·15	0·32	2,21,907	10·1	1·63	3·40	27,064	0·61	0·20	0·41	Jodhpur.
0·15	0·34	4,74,954	7·84	1·00	2·36	70,944	0·79	0·15	0·35	M. & S. M.
0·13	0·25	1,12,297	8·74	1·16	2·29	28,385	1·67	0·29	0·58	N. S.
**	**	†94,142	†6·38	†0·80	†2·73	**	**	**	**	R. & K.
0·15	0·34	5,59,321	5·53	0·93	2·19	17,261	0·24	0·03	0·07	S. I.
										2′ 6″ & 2′ 0″ Gauges.
0·42	1·00	1,67,505	8·04	1·51	3·54	42,047	2·27	0·38	0·89	B. N. §
1·16	3·99	11,618	3·40	0·44	1·50	43,451	20·3	1·63	5·61	B. B. & C. I.
0·22	1·21	3,691	3·50	0·52	2·86	448	9·22	0·06	0·35	E. B.
0·10	0·69	11,782	4·19	0·38	2·59	12,452	3·99	0·40	2·74	G. I. P.
0·28	0·34	1,66,591	20·6	2·43	2·88	36,314	3·82	0·53	0·63	N. W.
0·16	0·68	2,702	0·85	0·12	0·55	433	0·61	0·02	0·09	S. I.

† Includes Running Repairs.

*See footnote on page 183.

30.—*Analysis of operating expenses of*

TABLE C.—MAINTENANCE OF CARRIAGE

Railway.	Goods vehicles—(*b*) workshop repairs—[C. II.-3 (*b*)].				Equipment—		
	Amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	Amount.	Per 1,000 vehicle miles.	Per train mile.
119	120	121	122	123	124	125	126
5′ 6″ Gauge.	Rs.	Rs.	As.		Rs.	Rs.	As.
Bengal-Nagpur §	25,89,940	8·69	3·17	4·17	2,09,427	0·54	0·26
Bombay, Baroda and Central India	8,30,930	6·74	2·05	1·99	1,24,356	0·65	0·31
Eastern Bengal	5,94,327	7·22	1·27	1·89	65,617	0·38	0·1
East Indian	27,40,936	4·13	1·45	2·31	2,78,400	0·30	0·15
Great Indian Peninsula	13,31,115	4·05	1·14	1·52	2,58,681	0·51	0·22
Madras and Southern Mahratta	5,34,866	4·91	1·25	1·99	1,30,730	0·78	0·30
Nizam's State	1,26,007	3·84	1·13	1·91	10,480	0·23	0·09
North Western	23,67,441	6·34	1·62	2·09	5,89,058	0·93	0·41
South Indian	1,14,085	3·93	0·46	1·08	21,190	0·33	0·08
3′ 3⅜″ Gauge.							
Assam-Bengal	2,82,858	4·39	1·05	1·80	12,386	0·12	0·05
Bengal and North-Western	†5,06,918	†3·79	†0·87	†2·86	24,361	0·11	0·04
Bombay, Baroda and Central India	4,47,301	3·07	0·90	1·57	1,38,591	0·60	0·28
Burma	3,80,305	3·34	0·80	1·43	66,767	0·36	0·14
Eastern Bengal	2,91,619	4·26	1·02	1·96	19,530	0·15	0·07
Jodhpur	1,29,683	2·94	0·96	1·98	6,424	0·10	0·05
Madras and Southern Mahratta	2,47,775	2·75	0·52	1·23	46,084	0·31	0·10
Nizam's State	85,634	5·04	0·88	1·75	7,280	0·25	0·07
Rohilkund and Kumaon	‡69,702	‡3·37	‡0·60	‡2·02	4,182	0·12	0·04
South Indian	2,49,311	3·41	0·42	0·98	57,176	0·33	0·09
2′ 6″ and 2′ 0″ Gauges.							
Bengal Nagpur §	78,086	4·22	0·70	1·65	1,913	0·05	0·01
Bombay, Baroda and Central India	664	0·31	0·02	0·09	543	0·10	0·02
Eastern Bengal	430	8·85	0·06	0·33	1	0·00	0·00
Great Indian Peninsula	9,311	2·98	0·30	2·05	21	0·00	0·00
North-Western	68,953	7·26	1·00	1·19	5,630	0·32	0·06
South Indian	173	0·24	0·01	0·03	1,312	0·34	0·06

‡ Includes Running Repairs.

§For explanation see

Class I Railways for the year 1936-37—contd.

AND WAGON STOCK—*contd.*

(C. II-5)	TOTAL ORDINARY REPAIRS AND MAINTENANCE—(C-II).				
Percentage of total working expenses.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	Railway.
127	128	129	130	131	132
	Rs.	Rs.	As.		5' 6" GAUGE.
0·34	55 57,386	14·3	6·80	8·94	B. N. §
0·30	30,34,926	15·9	7·50	7·27	B. B. & C. I.
0·21	21,24,349	12·4	4·54	6·77	E. B.
0·23	84,32,975	8·93	4·46	7·12	E. I.
0·30	52,84,476	10·4	4·53	6·05	G. I. P.
0·49	12,60,748	7·57	2·94	4·70	M. & S. M.
0·16	3,52,733	7·52	3·17	5·35	N. S.
0·52	73,60,037	11·6	5·03	6·50	N. W.
0·20	4,47,217	6·92	1·80	4·24	S. I.
					3' 3¾" GAUGE.
0·08	8,44,788	7·06	3·15	5·39	A. B.
0·14	10,09,239	4·50	1·73	5·70	B. & N. W.
0·49	19,71,786	8·54	3·98	6·91	B. B. & C. I.
0·25	9,72,249	5·18	2·03	3·67	Burma.
0·13	12,64,594	9·82	4·46	8·49	E. B.
0·10	4,11,213	6·22	3·03	6·29	Jodhpur.
0·23	9,18,616	6·10	1·04	4·56	M. & S. M.
0·15	2,48,403	8·33	2·56	5·07	N. S.
0·12	1,68,454	4·75	1·44	4·88	R. & K.
0·23	9,76,701	5·61	1·63	3·84	S. I.
					2' 6" & 2' 0" GAUGES.
0·04	3,41,870	8·69	3·07	7·22	B. N. §
0·07	87,200	15·7	3·27	11·3	B. B. & C.
0·00	6,140	5·57	0·86	4·75	E. B.
0·00	38,465	6·29	1·23	8·46	G. I. P.
0·10	3,39,210	19·2	4·94	5·87	N. W.
0·27	8,633	2·20	0·40	1·75	S. I.

foot-note on page 183.

30.—*Analysis of operating expenses of*

Railway.	TABLE C.—MAINTENANCE OF CARRIAGE			
	Total Operating Expenses—(C.-III).			
	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.
133	134	135	136	137
5′ 6″ Gauge.	Rs.	Rs.	As.	
Bengal-Nagpur§	5,88,284	1·52	0·72	0·94
Bombay Baroda and Central India	4,09,814	2·14	1·01	0·98
Eastern Bengal	3,86,525	2·26	0·82	1·23
East Indian	16,46,326	1·74	0·87	1·39
Great Indian Peninsula	14,51,768	2·86	1·24	1·66
Madras and Southern Mahratta	2,69,266	1·62	0·63	1·00
Nizam's State	82,584	1·76	0·74	1·26
North Western	20,66,567	3·27	1·41	1·83
South Indian†	1,74,703	2·70	0·70	1·66
3′ 3½″ Gauge.				
Assam-Bengal	1,34,401	1·27	0·50	0·86
Bengal and North-Western	1,25,567	0·57	0·22	0·70
Bombay Baroda and Central India	4,24,292	1·83	0·86	1·49
Burma	2,33,094	1·24	0·49	0·88
Eastern Bengal	1,66,163	1·29	0·58	1·11
Jodhpur	69,852	1·06	0·51	1·07
Madras and Southern Mahratta	1,60,114	1·06	0·34	0·79
Nizam's State	50,115	1·68	0·52	1·02
Rohilkund and Kumaon	43,865	1·25	0·38	1·28
South Indian	3,29,921	1·89	0·55	1·29
2′ 6″ and 2′ 0″ Gauges.				
Bengal Nagpur§	80,963	2·06	0·73	1·71
Bombay Baroda and Central India	15,067	2·71	0·57	1·94
Eastern Bengal	3,244	2·94	0·46	2·51
Great Indian Peninsula	11,801	1·93	0·38	2·60
North Western	1,12,000	6·34	1·63	1·94
South Indian	9,497	2·42	0·45	1·92

§ For explanation see

Class I Railways for the year 1936-37—contd.

AND WAGON STOCK—*concld.*

Total Maintenance of Carriage and Wagon Stock.—(Total Abstract C.)*				Railway.
Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	
138	139	140	141	142
Rs.	Rs.	As.		5' 6" Gauge.
67,78,333	17·5	8·29	10·9	B. N.§
37,75,530	19·8	9·33	9·04	B. B. & C. I.
28,80,489	16·9	6·15	9·18	E. B.
1,14,57,971	12·1	6·06	9·67	E. I.
77,23,212	15·2	6·62	8·84	G. I. P.
18,55,661	11·1	4·33	6·92	M. & S. M.
5,15,166	11·0	4·63	7·82	N. S.
1,07,13,379	17·0	7·32	9·47	N. W.
6,99,864	10·8	2·81	6·64	S. I.
				3' 3½" Gauge.
11,12,210	10·5	4·15	7·09	A. B.
12,50,513	5·62	2·15	7·06	B. & N. W.
29,37,016	12·7	5·93	10·3	B. B. & C. I.
15,45,802	32·3	3·23	5·84	Burma.
16,14,053	12·5	5·69	10·8	E. B.
5,88,465	8·90	4·33	9·00	Jodhpur.
12,72,367	8·45	2·69	6·31	M. & S. M.
3,54,804	11·9	3·66	7·24	N. S.
‡2,43,214	8·86	2·08	7·04	R. & K.
15,01,816	8·62	2·50	5·90	S. I.
				2' 6" & 2' 0" Gauges.
4,70,390	12·0	4·23	9·94	B. N.§
1,05,222	18·9	3·95	13·6	B. B. & C. I.
10,191	9·24	1·43	7·88	E. B.
50,608	8·28	1·62	11·1	G. I. P.
4,99,408	28·3	7·27	8·64	N. W.
22,683	5·78	1·06	4·59	S. I.

*Excluding Depreciation or Replacement and Renewals as the case may be.

‡Exclusive of value of stores returned to stock Rs. 36.

foot-note on page 183.

30.—*Analysis of operating expenses of*

TABLE C (*a*)—MAINTE

Railway.	General Administration—C (*a*) I.				Sub-station, overhead equipment and transmission lines—ordinary repairs and maintenance [C (*a*) II 1 and 2].				Multiple unit stock [C(*a*) II 3(*a*)i+4(*a*)i].	
	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	Total amount.	Per 1,000 vehicle miles.
143	144	145	146	147	148	149	150	151	152	153
5′ 6″ Gauge.	Rs.	Rs.	As.		Rs.	Rs.	As.		Rs.	Rs.
Bombay, Baroda and Central India.	3,27,388	1·58	0·60	0·78	59,094	3·53	0·40	0·14	81,151	4·85
Great Indian Peninsula .	4,82,761	6·77	1·43	0·55	4,34,697	6·10	1·28	0·49	1,77,215	13·7
3′ 3⅜″ Gauge.										
South Indian . . .	53,139	8·81	1·04	0·21	33,158	5·50	0·65	0·13	29,059	12·9

TABLE C (*a*)—MAINTENANCE

Railway.	Electric Locomotives—Workshop Repairs—[C(*a*) II 3 (*b*) *ii*+4(*b*) *ii*].				Equipment (other than power station) and other items. [C(*a*) II 5—9].				Total—Ordinary and maint [C(*a*)	
	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	Total amount.	Per 1,000 vehicle miles.
165	166	167	168	169	170	171	172	173	174	175
5′ 6″ Gauge.	Rs.	Rs.	As.		Rs.	Rs.	As.		Rs.	Rs.
Bombay, Baroda and Central India.	..	..	..	..	7,08,735	3·91	1·34	1·70	8,56,709	4·13
Great Indian Peninsula .	2,45,702	4·21	1·93	0·29	93,740	1·31	0·27	0·10	16,78,586	23·6
3′ 3⅜″ Gauge.										
South Indian . . .	1,850	1·22	0·46	0·01	5,459	0·90	0·11	0·02	78,765	13·1

TABLE C (*a*)—MAINTENANCE

Railway.	Oil, Waste and other Stores. [C (*a*) III 4].				Total Operating Expenses. [C (*a*) III].			
	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses
187	188	189	190	191	192	193	194	195
5′ 6″ Gauge.	Rs.	Rs.	As.		Rs.	Rs.	As.	
Bombay, Baroda and Central India.	11,054	0·66	0·08	0·03	19,33,271	9·32	3·51	4·64
Great Indian Peninsula .	71,070	2·26	0·47	0·08	49,75,960	69·8	14·7	5·70
3′ 3⅜″ Gauge.								
South Indian . . .	8,677	1·44	0·17	0·03	2,60,574	43·2	5·11	1·02

Note.—The figures shown against the B. B. and C. I. Railway

Class I Railways for the year 1936-37—contd.

NANCE OF ELECTRIC SERVICE

—Running Repairs.		Multiple unit stock—Workshop repairs—[C(a) II 3 (b) i +4 (b) i].				Electric Locomotives—Running Repairs—[C (a) II 3(a) ii +4 (a) ii].				Railway.
Per train mile.	Percentage of total working expenses.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	
154	155	156	157	158	159	160	161	162	163	164
As.		Rs.	Rs.	As.		Rs.	Rs.	As.		5' 6" Gauge.
0·56	0·19	..	..	..	..	7,729	0·46	0·05	0·02	B. B. & C. I.
0·84	0·21	4,47,528	34·7	2·12	0·51	2,79,704	4·79	2·20	0·32	G. I. P.
										3' 3½" Gauge.
0·62	0·12	7,147	3·17	0·15	0·03	2,092	1·37	0·52	0·00	S. I.

OF ELECTRIC SERVICE—*contd.*

Repairs nance. II].		Running Staff—Operating Expenses. [C(a)III 1].				Electric Current (for traction purposes only). [C(a) III 2].				Railway.
Per train mile.	Percentage of total working expenses.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	
176	177	178	179	180	181	182	183	184	185	186
As.		Rs.	Rs.	As.		Rs.	Rs.	As.		5' 6" Gauge.
1·56	2·05	4,29,443	25·7	2·95	1·03	11,40,178	68·1	7·82	2·74	B. B. & C. I.
4·97	1·92	16,37,657	48·0	10·8	1·87	31,74,809	90·5	18·1	3·64	G. I. P.
										3' 3½" Gauge.
1·55	0·31	53,530	8·88	1·05	0·21	1,73,258	28·7	3·40	0·68	S. I.

OF ELECTRIC SERVICE—*concld.*

Total Maintenance of Electric Service [Total Abstract C(a)].*				Railway.
Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	
196	197	198	199	200
Rs.	Rs.	As.		5' 6" Gauge.
31,17,368	15·0	5·67	7·47	B. B. & C. I.
71,37,307	100·1	21·1	8·17	G. I. P.
				3' 3½" Gauge.
3,92,478	65·1	7·70	1·54	S. I.

have been recast on the lines of the G. I. P. Railway Statement.

* Excluding Depreciation or Replacements and Renewals as the case may be.

30.—*Analysis of operating expenses of*

TABLE E.—EXPENSES

Railway.	General Administration—(E. I.)			Station
	Total amount.	Per train mile.	Percentage of total working expenses.	Total amount.
201	202	203	204	205
5′ 6″ Gauge.	Rs.	As.		Rs.
Bengal-Nagpur§	13,43,960	1·64	2·16	44,24,539
Bombay, Baroda and Central India	7,89,313	1·95	1·89	40,50,902
Eastern Bengal	7,66,323	1·63	2·44	31,43,202
East Indian	25,56,923	1·35	2·16	1,08,81,557
Great Indian Peninsula	16,33,040	1·19	1·87	67,91,472
Madras and Southern Mahratta	4,17,766	0·98	1·56	21,50,217
Nizam's State	1,42,148	1·28	2·16	4,55,076
North Western	20,88,741	1·43	1·85	1,15,44,393
South Indian	1,63,170	0·66	1·55	6,37,638
3′ 3⅜″ Gauge.				
Assam-Bengal	3,51,005	1·31	2·24	11,59,889
Bengal and North Western	4,87,469	0·84	2·75	15,72,308
Bombay, Baroda and Central India	5,14,239	1·04	1·80	22,60,938
Burma	6,51,323	1·36	2·46	21,76,240
Eastern Bengal	3,92,646	1·38	2·63	13,30,416
Jodhpur	1,40,333	1·03	2·15	3,53,632
Madras and Southern Mahratta	3,61,309	0·76	1·79	18 43,742
Nizam's State	1,00,870	1·04	2·06	4,20,591
Rohilkund and Kumaon	96,630	0·82	2·80	2,84,251
South Indian	4,30,090	0·66	1·69	17,88,218
2′ 6″ and 2′ 0″ Gauges.				
Bengal-Nagpur§	66,169	0·60	1·40	3,67,356
Bombay, Baroda and Central India	6,224	0·24	0·80	54,614
Eastern Bengal	1,756	0·25	1·36	15,345
Great Indian Peninsula	..	..	..	46,377
North Western	1,02,070	1·49	1·77	4,14,544
South Indian	19,118	0·89	3·87	24,913

§For explanation see

Class I Railways for the year 1936-37—contd.

OF TRAFFIC DEPARTMENT.					
STAFF—E. III. 1 (*b*).		TRAIN STAFF INCLUDING THEIR MILEAGE AND OVERTIME—E. III. 1 (*c* & *d*).			
Per train mile.	Percentage of total working expenses.	Total amount.	Per train mile.	Percentage of total working expenses.	Railway.
206	207	208	209	210	211
As.		Rs.	As.		5′ 6″ GAUGE.
5·41	7·12	14,33,262	1·75	2·31	B. N.§
10·0	9·71	5,85,129	1·45	1·40	B. B. & C. I.
6·72	10·0	6,45,398	1·38	2·05	E. B.
5·75	9·18	29,25,777	1·55	2·47	E. I.
4·93	7·78	16,10,719	1·17	1·85	G. I. P.
5·02	8·02	4,41,394	1·03	1·65	M. & S. M.
4·09	6·91	1,17,558	1·06	1·79	N. S.
7·89	10·2	20,44,280	1·40	1·81	N. W.
2·56	6·05	2,05,425	0·83	1·95	S. I.
					3′ 3¾″ GAUGE.
4·33	7·40	2,42,419	0·90	1·54	A. B.
2·71	8·88	4,16,641	0·72	2·36	B. & N. W.
4·57	7·92	5,83,898	1·18	2·04	B. B. & C. I.
4·55	8·23	4,81,532	1·01	2·82	Burma.
4·69	8·93	3,40,623	1·20	2·29	E. P.
2·61	5·41	99,922	0·74	1·53	Jodhpur.
3·89	9·15	4,55,483	0·97	2·26	M. & S. M.
4·34	8·59	91,333	0·94	1·87	N. S.
2·43	8·23	58,462	0·50	1·70	R. & K.
2·75	7·02	4,90,363	0·76	1·93	S. I.
					2′ 6″ & 2′ 0″ GAUGES.
3·30	7·76	1,26,147	1·14	2·67	B. N.§
2·05	7·05	10,104	0·38	1·31	B. B. & C. I.
2·16	11·9	411	0·06	0·32	E. B.
1·49	10·2	10,724	0·34	2·37	G. I. P.
6·04	7·18	85,971	1·25	1·49	N. W.
1·17	5·04	13,390	0·62	2·71	S. I.

foot note on page 183.

30.—*Analysis of operating expenses of*

TABLE E.—EXPENSES OF

Railway.	Other Staff.—E. III. 1 (a & e).			Fires, Lights, General Stores, Water for Stations, Sheds and trains and also water for transit—(E. III. 2 & 3.)		
	Total amount.	Per train mile.	Percentage of total working expenses.	Total amount	Per train mile.	Percentage of total working expenses.
212	213	214	215	216	217	218
5′ 6″ Gauge.	Rs.	As.		Rs.	As.	
Bengal-Nagpur§	4,14,794	0·51	0·67	5,18,307	0·63	0·84
Bombay, Baroda and Central India	3,85,734	0·95	0·92	1,83,501	0·45	0·44
Eastern Bengal	3,77,674	0·81	1·20	2,88,596	0·62	0·91
East Indian	11,78,135	0·62	0·99	13,09,658	0·69	1·11
Great Indian Peninsula	8,30,868	0·60	0·95	8,21,761	0·60	0·94
Madras and Southern Mahratta	1,42,006	0·33	0·52	3,62,772	0·85	1·35
Nizam's State	37,274	0·33	0·56	46,847	0·42	0·71
North Western	6,09,129	0·42	0·54	¶20,91,901	1·42	1·84
South Indian	1,04,684	0·42	0·99	1,21,700	0·49	1·15
3′ 3½″ Gauge.						
Assam-Bengal	1,44,942	0·54	0·93	1,55,279	0·58	0·99
Bengal and North-Western	..	..	..	3,44,425	0·60	1·95
Bombay, Baroda and Central India	3,48,402	0·70	1·22	1,38,523	0·28	0·48
Burma	2,31,198	0·48	0·88	2,69,075	0·56	1·01
Eastern Bengal	2,05,240	0·73	1·38	1,73,922	0·62	1·17
Jodhpur	41,207	0·30	0·63	1,26,104	0·93	1·93
Madras and Southern Mahratta	1,29,058	0·27	0·04	2,65,159	0·56	1·32
Nizam's State	31,690	0·32	0·64	43,692	0·45	0·89
Rohilkund and Kumaon	19,540	0·16	0·56	76,270	0·65	2·21
South Indian	2,41,218	0·37	0·95	3,24,946	0·50	1·27
2′ 6″ and 2′ 0″ Gauges.						
Bengal Nagpur§	23,001	0·20	0·49	47,042	0·42	0·99
Bombay, Baroda and Central India	3,040	0·11	0·39	2,184	0·09	0·26
Eastern Bengal	1,036	0·15	0·80	222	0·03	0·17
Great Indian Peninsula	2,567	0·08	0·56	2,566	0·08	0·56
North-Western	33,883	0·49	0·59	‡79,674	1·16	1·38
South Indian	15,430	0·72	3·13	2,025	0·10	0·41

¶ Includes Rs. 9,49,213 on account of lighting charges
‡ do. Rs. 30,052 do.

For explanation see footnote

Class I Railways for the year 1936-37—contd.

TRAFFIC DEPARTMENT—*contd.*

Clothing—(E.-III-4.)			Stationery forms and tickets—(E.-III-5).			Compensation for goods, etc., lost or damaged—(E.-III-10.)			Railway.
Total amount.	Per train mile.	Percentage of total working expenses.	Total amount.	Per train mile.	Percentage of total working expenses.	Total amount.	Per train mile.	Percentage of total working expenses.	
219	220	221	222	223	224	225	226	227	228
									5′ 6″ Gauge.
Rs.	As.		Rs.	As.		Rs.	As.		
1,10,564	0·14	0·18	1,56,492	0·19	0·25	20,132	0·03	0·03	B. N.
55,541	0·14	0·13	2,04,989	0·51	0·49	18,663	0·05	0·04	B. B. & C. I.
33,040	0·07	0·11	1,56,447	0·33	0·50	11,264	0·02	0·04	E. B.
2,92,732	0·16	0·25	5,18,186	0·27	0·44	†38,253	0·05	0·07	E. I.
58,552	0·04	0·07	3,09,925	0·23	0·35	77,758	0·06	0·09	G. I. P.
21,694	0·05	0·08	1,21,228	0·28	0·45	15,441	0·04	0·06	M. & S. M.
8,027	0·07	0·12	36,528	0·33	0·55	3,549	0·03	0·05	N. S.
2,14,673	0·15	0·19	4,72,283	0·32	0·42	61,067	0·04	0·05	N. W.
7,017	0·03	0·07	86,137	0·35	0·82	5,569	0·02	0·05	S. I.
									3′ 3½″ Gauge.
11,305	0·04	0·07	71,278	0·27	0·46	4,852	0·02	0·03	A. B.
53,065	0·09	0·30	94,502	0·16	0·53	8,433	0·02	0·05	B. & N. W.
38,604	0·08	0·14	1,01,112	0·20	0·35	13,589	0·03	0·05	B. B. & C. I.
21,991	0·05	0·09	98,663	0·21	0·37	7,130	0·02	0·03	Burma.
17,289	0·06	0·12	81,680	0·29	0·55	6,331	0·02	0·04	E. B.
15,331	0·11	0·23	37,567	0·28	0·58	2,620	0·02	0·04	Jodhpur.
23,757	0·05	0·12	1,15,557	0·24	0·57	13,572	0·03	0·07	M. S. & M.
9,243	0·10	0·19	26,027	0·27	0·53	2,375	0·02	0·05	N. S.
7,662	0·07	0·22	25,218	0·22	0·73	2,374	0·02	0·07	R. & K.
20,697	0·03	0·08	1,58,585	0·24	0·62	4,727	0·01	0·02	S. I.
									2′ 6″ & 2′ 0″ Gauges.
8,107	0·07	0·17	4,065	0·04	0·09	..	..	..	B. N. §
864	0·03	0·11	6,160	0·23	0·80	25	0·00	0·00	B. B. & C. I.
1	0·00	0·00	476	0·07	0·37	2	0·00	0·00	E. B.
73	0·00	0·02	313	0·01	0·07	..	..	..	G. I. P.
8,654	0·13	0·15	21,267	0·31	0 37	3,680	0·05	0 06	N. W.
384	0·02	0·08	5,772	0·27	1·17	..	..	..	S. I.

† Represents gross expenditure without deducting sale proceeds of unclaimed and damaged goods.
in trains, booked in accounts against C-III.
do. do.

on page 183.

30.—*Analysis of operating expenses of*

TABLE E.—EXPENSES OF TRAFFIC DEPARTMENT—*concld.*

Railway.	Total Operating Expenses—(E.III).			Total expenses of Traffic Department (Total Abstract E.)*		
	Total amount.	Per train mile.	Percentage of total working expenses.	Total amount.	Per train mile.	Percentage of total working expenses.
229	230	231	232	233	234.	235
5′ 6″ Gauge.	Rs.	As.		Rs.	As.	
Bengal-Nagpur §	89,91,342	11·0	14·5	1,03,92,431	12·7	16·7
Bombay, Baroda and Central India	62,24,698	15·4	14·9	71,01,262	17·6	17·0
Eastern Bengal	52,18,333	11·2	16·6	60,48,836	12·9	19·3
East Indian	2,04,37,427	10·8	17·3	2,32,50,006	12·3	19·6
Great Indian Peninsula	1,19,42,309	8·67	13·7	1,36,89,756	9·94	15·7
Madras and Southern Mahratta	32,86,710	7·67	12·3	37,39,225	8·73	14·0
Nizam's State	9,09,506	8·18	13·8	10,55,575	9·49	16·0
North Western	1,57,10,034	10·7	13·9	1,80,12,053	12·3	15·9
South Indian	12,14,034	4·88	11·5	13,83,840	5·56	13·1
3′ 3½″ Gauge.						
Assam-Bengal	17,81,107	6·64	11·4	21,44,001	7·99	13·7
Bengal and North-Western	28,68,153	4·95	16·2	33,55,622	5·79	19·0
Bombay, Baroda and Central India	37,77,333	7·64	13·2	43,50,601	8·80	15·2
Burma	35,40,879	7·41	13·4	42,25,157	8·84	16·0
Eastern Bengal	24,09,293	8·50	16·2	28,28,124	9·97	19·0
Jodhpur	8,22,941	6·06	12·6	9,89,742	7·29	15·1
Madras and Southern Mahratta	29,87,798	6·31	14·8	33,72,759	7·12	16·7
Nizam's State	7,10,496	7·33	14·5	8,14,441	8·40	16·6
Rohilkund and Kumaon	3,62,818	3·10	10·5	‡4,70,562	4·02	13 6
South Indian	30,76,034	4·73	12·1	35,21,261	5·41	13·8
2′ 6″ and 2′ 0″ Gauges.						
Bengal Nagpur §	6,33,168	5·68	13·4	7,04,783	6·33	14·9
Bombay, Baroda and Central India	1,20,633	4·53	15·6	1,33,570	5·02	17·2
Eastern Bengal	17,911	2·52	13·9	19,746	2·78	15·3
Great Indian Peninsula	68,653	2·20	15·1	68,701	2·20	15·1
North-Western	6,55,165	9·55	11·3	7,63,489	11·1	13·2
South Indian	62,082	2·91	12·6	81,753	3·83	16·6

* Excluding Depreciation or Replacement and Renewals as the case may be.
‡ Exclusive of value of stores returned to stock Rs. 981.

§ For explanation see

Class I Railways for the year 1936-37—contd.

TABLE F.—EXPENSES OF GENERAL DEPARTMENT.

General Administration, Home expenditure—(F. I. 1 to 4.)			Agent's office—[F. I. 5 (a).]			Accounts and Audit Department—[F. I. 5 (b).]			Stores Department—[F. I. 5 (c).]			Railway.
Total amount.	Per train mile.	Percentage of total working expenses.	Total amount.	Per train mile.	Percentage of total working expenses.	Total amount.	Per train mile.	Percentage of total working expenses	Total amount.	Per train mile.	Percentage of total working expenses	
236	237	238	239	240	241	242	243	244	245	246	247	248
												5' 6" Gauge.
Rs.	As.		Rs.	As.		Rs.	As.		Rs.	As.		
3,00,600	0·37	0·48	4,69,145	0·57	0·76	11,25,870	1·38	1·81	6,17,815	0·76	0·99	B. N. §
1,92,193	0·47	0·46	3,08,915	0·76	0·74	7,89,964	1·95	1·89	4,30,386	1·06	1·03	B. B. & C. I.
..	..	..	3,68,924	0·79	1·17	6,65,085	1·42	2·12	3,36,284	0·72	1·07	E. B.
..	..	..	4,04,244	0·21	0·34	26,49,112	1·40	2·24	12,11,962	0·64	1·02	E. I.
..	..	..	3,04,848	0·22	0·35	17,23,054	1·25	1·97	7,39,952	0·54	0·85	G. I. P.
1,81,326	0·43	0·67	1,75,218	0·41	0·65	4,58,171	1·07	1·71	2,17,458	0·51	0·81	M & S. M.
93,530	0·84	1·42	1,46,553	1·32	2·22	1,90,393	1·71	2·89	87,288	0·78	1·33	N. S.
†85,806	†0·06	†0·08	‡10,05,410	‡0·69	‡0·89	‡25,93,814	‡1·77	‡2·29	‡9,74,036	‡0·66	‡0·86	N. W.
99,555	0·40	0·94	1,02,231	0·41	0·97	2,55,238	1·03	2·42	1,48,333	0·60	1·41	S. I.
												3' 3¼" Gauge.
1,72,074	9·65	1·10	1,40,359	0·52	0·89	2,77,658	1·04	1·77	1,11,072	0·41	0·71	A. B.
2,36,841	0·41	1·34	1,33,864	0·23	0·76	4,66,732	0·81	2·64	65,665	0·11	0·37	B. & N. W.
2,27,434	0·46	0·80	2,24,174	0·45	0·78	5,72,983	1·16	2·01	3,05,896	0·62	1·07	B. B. & C. I.
..	..	..	3,41,091	0·71	1·29	4,32,488	0·91	1·64	1,64,528	0·34	0·62	Burma.
..	..	..	1,89,931	0·67	1·27	3,42,404	1·21	2·30	86,579	0·30	0·58	E. B.
74,723	0·55	1·14	68,441	0·51	1·05	1,89,377	1·40	2·90	72,502	0·53	1·11	Jodhpur.
2,15,891	0·46	1·07	1,31,850	0·28	0·65	3,30,148	0·70	1·64	1,40,209	0·29	0·70	M. & S. M.
67,729	0·70	1·38	1,06,829	1·10	2·18	1,37,481	1·42	2·31	63,338	0·65	1·29	N. S.
77,819	0·66	2·25	52,204	0·45	1·51	1,29,914	1·11	3·76	19,788	0·17	0·57	R. & K.
2,31,086	0·36	0·91	1,89,568	0·29	0·75	5,05,282	0·78	1·98	2,93,164	0·45	1·15	S. I.
												2' 6" & 2' 0" Gauges.
99,437	0·89	2·10	16,965	0·15	0·36	46,861	0·42	0·99	22,318	0·20	0·47	B. N. §
5,783	0·22	0·75	6,850	0·26	0·88	17,564	0·66	2·27	1,556	0·06	0·20	B. B. & C. I.
..	..	..	1,385	0·20	1·07	2,497	0·35	1·93	551	0·08	0·43	E. B.
..	..	..	..	..	..	..	..	..	..	..	..	G. I. P.
†1,191	†0·02	†0·03	‡14,589	‡0·21	‡0·25	‡37,225	‡0·54	‡0·65	‡13,234	‡0·19	‡0·23	N. W.
8,596	0·40	1·74	1,378	0·07	0·28	5,645	0·27	1·14	3,717	0 17	0·75	S. I.

†Represents expenditure on a/c of leave allowances paid in England, booked in a/cs under the detailed head 'F. I. 4 (*a*) to (*h*).'
‡Excludes expenditure on a/c of 'Leave Allowances paid in England' shown in col. 236.
foot-note on page 183.

TABLE F.—EXPENSES OF

Railway.	Medical Department—[F. I. 5 (e)].			Telegraph—[F. I. 5 (f)].			Police—[F. I. 5 (g)].		
	Total amount.	Per train mile.	Percentage of total working expenses.	Total amount.	Per train mile.	Percentage of total working expenses.	Total amount.	Per train mile.	Percentage of total working expenses.
249	250	251	252	253	254	255	256	257	258
5′ 6″ Gauge.	Rs.	As.		Rs.	As.		Rs.	As.	
Bengal-Nagpur§	5,80,272	0·71	0·93	3,50,635	0·43	0·56	5,18,773	0·63	0·84
Bombay, Baroda and Central India	2,68,953	0·67	0·65	3,35,445	0·83	0·80	4,51,433	1·12	1·08
Eastern Bengal	3,09,599	0·66	0·99	1,00,746	0·21	0·32	2,18,921	0·47	0·70
East Indian	3,81,630	0·47	0·75	5,58,329	0·30	0·47	7,84,179	0·42	0·66
Great Indian Peninsula	5,89,834	0·43	0·68	9,68,736	0·70	1·11	3,34,981	0·24	0·38
Madras and Southern Mahratta	2,41,577	0·56	0·90	2,14,427	0·50	0·80	3,22,867	0·75	1·20
Nizam's State	90,000	0·81	1·37	49,862	0·45	0·76	1,00,778	0·91	1·53
North Western	†7,50,255	†0·51	†0·66	†8,43,281	†0·58	†0·75	†10,21,188	†0·70	†0·90
South Indian	78,160	0·31	0·74	52.776	0·21	0·50	94,959	0·38	0·90
3′ 3″ Gauge.									
Assam-Bengal	2,06,953	0·77	1·32	83,290	0·31	0·53	1,19,132	0·44	0·76
Bengal and North-Western	1,29,905	0·23	0·73	1,76,694	0·30	1·00	1,10,948	0·19	0·63
Bombay, Baroda and Central India	2,93,921	0·60	1·03	2,75,693	0·56	0·97	4,11,846	0·83	1·44
Burma	3,04,937	0·64	1·15	2,47,272	0·52	0·93	70,966	0·15	0·27
Eastern Bengal	1,41,287	0·50	0·95	1,06,922	0·38	0·72	1,59,628	0·56	1·07
Jodhpur	24,234	0·25	0·52	58,545	0·43	0·89	26,812	0·20	0·41
Madras and Southern Mahratta	1,75,092	0·37	0·87	1,65,252	0·35	0·82	2,10,299	0·44	1·04
Nizam's State	67,697	0·70	1·38	42,047	0·43	0·86	1,04,378	1·08	2·13
Rohilkund and Kumaon	34,093	0·29	0·99	32,174	0·27	0·93	34,035	0·29	0·99
South Indian	1,86,630	0·29	0·73	1,20,165	0·18	0·47	2,45,645	0·38	0·97
2′ 6″ and 2′ 0″ Gauges.									
Bengal-Nagpur§	29,355	0·27	0·62	15,181	0·14	0·32	29,204	0·26	0·62
Bombay, Baroda and Central India	3,033	0·11	0·39	4,090	0·16	0·53	13,387	0·50	1·73
Eastern Bengal	522	0·07	0·40	378	0·05	0·29	822	0·12	0·64
Great Indian Peninsula	..	..	..	..	..	..	..	..	..
North-Western	†26,660	†0·39	†0·46	†15,313	†0·22	†0·26	†48,630	†0·71	†0·84
South Indian	3,192	0·15	0·65	1,538	0·07	0·31	9,402	0 44	1·90

† Excludes expenditure on a/c of "Leave Allowances paid in England" shown in col. 236.

§ For explanation see

Class I Railways for the year 1936-37—contd.

GENERAL DEPARTMENT—*concld.*

Total General Administration—F. I.			Total Ordinary Repairs and Maintenance—(F. II.)			Total expenses of General Department (Total Abstract F).*			Railway.
Total amount.	Per train mile.	Percentage of total working expenses	Total amount.	Per train mile.	Percentage of total working expenses.	Total amount.	Per train mile.	Percentage of total working expenses.	
259	260	261	262	263	264	265	266	267	268
Rs.	As.		Rs.	As.		Rs.	As.		5' 6" Gauge.
41,22,046	5·04	6·63	6,06,085	0·74	0·98	47,28,131	5·78	7·61	B. N.§
28,91,658	7·15	6·93	17,006	0·04	0·04	29,08,664	7·19	6·97	B. B. & C. I.
20,64,588	4·41	6·58	2,57,722	0·55	0·82	23,22,310	4·96	7·40	E. B.
66,73,719	3·53	5·64	13,77,189	0·72	1·16	80,50,908	4·25	6·80	E. I.
48,77,838	3·54	5·59	9,03,468	0·66	1·03	57,81,306	4·20	6·62	G. I. P.
19,34,539	4·52	7·21	2,11,257	0·49	0·79	21,45,796	5·01	8·00	M. & S. M.
7,75,845	6·98	11·8	62,573	0·56	0·95	8,38,418	7·54	12·7	N. S.
74,98,958	5·12	6·63	7,96,973	0·55	0·70	82,95,931	5·67	7·33	N. W.
8,51,386	3·42	8·07	92,526	0·37	0·88	9,43,912	3·79	8·95	S. I.
									3' 3½" Gauge.
11,43,839	4·26	7·29	78,363	0·29	0·50	12,22,202	4·55	7·79	A. B.
14,49,332	2·50	8·19	1,86,685	0·32	1·06	16,36,017	2·82	9·25	B. & N. W.
23,89,405	4·83	8·37	3,645	0·01	0·01	23,93,050	4·84	8·38	B. B. & C. I.
16,42,866	3·44	6·21	2,13,001	0·44	0·81	18,55,867	3·88	7·02	Burma.
10,60,233	3·74	7·12	91,414	0·32	0·61	11,51,647	4·06	7·73	E. B.
5,40,560	3·98	8·27	1,13,746	0·84	1·74	6,54,306	4·82	10·0	Jodhpur.
14,44,831	3·05	7·17	2,84,476	0·60	1·41	17,29,307	3·65	8·58	M. & S. M.
6,02,274	6·21	12·3	1,10,032	1·14	2·25	7,12,306	7·35	14·5	N. S.
3,26,041	2·78	9·44	40,208	0·35	1·17	‡4,44,068	3·79	12·9	R. & K.
18,29,650	2·81	7·19	2,07,116	0·32	0·81	20,36,766	3·13	8·00	S. I.
									2' 6"& 2' 0" Gauges.
2,65,270	2·38	5·60	48,624	0·44	1·03	3,13,894	2·82	6·63	B. N.§
54,463	2·05	7·03	..	..	..	54,463	2·05	7·03	B. B. & C. I.
6,399	0·90	4·95	1,051	0·15	0·81	7,450	1·05	5·76	E. B.
793	0·03	0·17	3,845	0·12	0·85	4,638	0·15	1·02	G. I. P.
1,59,835	2·33	2·77	82,406	1·20	1·42	2,42,241	3·53	4·19	N W.
34,743	1·63	7·03	4,144	0·19	0·84	38,887	1·82	7·87	S. I.

*Excluding Depreciation or Replacement and Renewals as the case may be.

‡Exclusive of value of stores returned to stock Rs. 83.

foot-note on page 183.

30.—*Analysis of operating expenses of* ***Class I Railways*** *for the year 1936-37*—contd.

Railway.	TABLE G.—MISCELLANEOUS EXPENSES.					
	Total General Administration—(G. I.)			Total Miscellaneous Expenses (total Abstract G.).*		
	Total amount.	Per train mile.	Percentage of total working expenses.	Total amount.	Per train mile.	Percentage of total working expenses.
269	270	271	272	273	274	275
5′ 6″ Gauge.	Rs.	As.		Rs.	As.	
Bengal Nagpur§	41,10,485	5·03	6·61	46,33,045	5·67	7·45
Bombay, Baroda and Central India	26,87,079	6·64	6·4	27,16,682	6·72	6·51
Eastern Bengal	22,57,703	4·82	7·91	24,98 572	5·34	7·96
East Indian	85,30,552	4·51	7·20	91,12,368	4·82	7·69
Great Indian Peninsula	42,34,418	3·07	4·85	45,19,042	3·28	5·18
Madras and Southern Mahratta	18,43,199	4·30	6·88	20,76,909	4·85	7·75
Nizam's State	4,34,050	3·91	6·59	4,58,802	4·13	6·96
North Western	61,31,652	4·19	5·42	67,08,969	4·58	5·93
South Indian	6,50,658	2·62	6·16	7,48,332	3·01	7·09
3′ 3¾″ Gauge.						
Assam-Bengal	7,98,806	2·98	5·09	9,06,091	3·38	5·73
Bengal and North-Western	7,14,580	1·23	4·03	7,70,922	1·33	4·37
Bombay, Baroda and Central India	17,24,501	3·49	6·04	17,50,076	3·54	6·13
	16,80,548	3·52	6·35	16,80,556	3·52	6·35
Eastern Bengal	9,40,444	3·32	6·31	10,15,855	3·58	6·82
Jodhpur	2,52,285	1·86	3·86	6,51,243	4·80	9·96
Madras and Southern Mahratta	11,03,062	2·33	5·47	12,85,946	2·72	6·38
Nizam's State	3,17,425	3·28	6·48	3,34,945	3·46	6·84
Rohilkund and Kumaon	1,71,777	1·47	4·97	‡1,71,777	1·47	4·97
South Indian	16,90,405	2·60	6·64	19,86,808	3·06	7·80
2′ 6″ and 2′ 0″ Gauges.						
Bengal-Nagpur§	1,30,586	1·17	2·76	1,49,943	1·35	3·17
Bombay, Baroda and Central India	6,216	0·23	0·80	6,216	0·23	0·80
Eastern Bengal	4,939	0·70	3·82	4,947	0·70	3·83
Great Indian Peninsula	9,620	0·31	2·12	9,620	0·31	2·12
North Western	2,21,158	3·22	3·83	2,29,009	3·34	3·97
South Indian	8,885	0·42	1·80	9,732	0·46	1·97

* Excluding Depreciation or Replacement and Renewals as the case may be.
† Exclusive of value of stores returned to stock Rs. 91.
‡ For explanation see foot note on page 183.

30.—*Analysis of operating expenses of Class I Railways for the year 1936-37*—concld.

TABLES A TO G.

Summary.

NOTE.—Upto the year 1935-36, the figures of total working expenses of Other than State-managed railways (Class I included actual-expenditure on 'Replacement and Renewals', but from 1936-37, all Class I railways (except B and N. W., R., & K., Jodhpur and. N. S. railways in respect of Other than State-owned portions of their railway systems) include the figures of 'Appropriation to Depreciation Reserve Fund, instead.

Railway.	General Administration.		Ordinary Repairs and Maintenance.		Operating Expenses.		Appropriation to Depreciation Reserve Fund.		Total.
	Total Amount.	Percentage of Total.	Total Amount.	Percentage of Total.	Total Amount.	Percentage of Total	Total Amou	Percentage of Tota	
276	277	278	279	280	281	282	283	284	285
5' 6" GAUGE.	Rs.		Rs.		Rs.		Rs.		Rs.
Bengal-Nagpur	1,40,35,246	22·6	1,71,17,953	27·5	1,89,85,659	30·5	1,20,31,311	19·4	6,21,70,169
Bombay, Baroda and Central India	88,63,002	21·2	93,77,348	22·5	1,50,33,049	36·0	84,65,051	20·3	4,17,38,450
Eastern Beangal	73,40,809	23·4	84,68,931	27·0	98,82,724	31·5	56,98,234	18·1	3,13,90,698
East Indian	2,58,43,600	21·8	2,84,43,293	24·0	3,96,31,710	33·5	2,45,44,015	20·7	11,84,62,618
Great Indian Peninsula	1,63,76,766 (a)	18·8	1,92,51,157 (b)	22·1	3,24,92,634	37·2	1,91,71,691	21·9	8,722,248
Madras and Southern Mahratta	59,35,795	22·1	51	22·5	92,82,894	34·6	55,73,508 (c)	20·8	2,68,07,713
Nizam's State	19,27,301	29·3	15,18,894	23·0	20,83,164	31·6	10,59,055	16·1	65,88,414
North Western	2,28,03,517	20·1	2,65,92,072	23·5	4,08,08,585	36·1	2,29,18,877	20·3	11,31,23,051
South Indian	23,65,276	22·4	20,25,669	19·2	42,93,081	40·7	18,66,829	17·7	1,05,50,855
3' 3½" GAUGE.									
Assam Bengal	35,27,406	22·5	40,91,671	26·1	40,65,079	25·9	39,94,121 (c)	25·5	1,56,78,277
Bengal and North Western	39,16,472	22·1	51,93,141	29·4	61,94,168	35·0	23,96,785	13·5	*1,77,00,566
Bombay, Baroda and Central India	72,75,073	25·5	75,23,678	26·4	99,71,664	34·9	37,66,987	13·2	2,85,37,402
Burma	65,55,909	24·8	54,58,074	20·6	86,19,677	32·6	58,18,867	22·0	2,64,52,527
Eastern Bengal	33,93,657	22·8	37,14,220	24·9	49,00,213	32·9	28,89,720	19·4	1,48,97,810
Jodhpur	13,98,677 (a)	21·4	17,27,287 (b)	26·4	25,28,182	38·7	8,82,181	13·5	65,36,327
Madras and Southern Mahratta	43,35,092	21·5	49,19,427	24·4	75,88,034	37·7	33,04,378 (c)	16·4	§2,01,46,931
Nizam's State	14,44,715	29·5	13,28,827	27·1	14,89,760	30·4	6,35,663 (c)	13·0	48,98,965
Rohilkund and Kumaon	8,98,551	26·0	9,48,810	27·5	10,61,787	30·7	5,45,193	15·8	‡ 34,54,341
South Indian	58,52,556	23·0	46,14,588	18·1	93,55,062	36·8	56,37,778	22·1	2,54,59,984
2' 6" & 2' 0" GAUGES.									
Bengal Nagpur	8,42,673	17·8	15,28,680	32·3	14,33,772	30·3	9,27,096	19·6	47,32,221
Bombay, Baroda and Central India	99,331	12·8	3,18,703	41·2	2,98,504	38·5	58,049	7·49	7,74,587
Eastern Bengal	18,180	14·1	43,949	34·0	55,265	42·8	11,869	9·18	1,29,263
Great Indian Peninsula	31,458	6·93	2,14,149	47·2	2,08,565	45·9	..	..	4,54,172
North Western	9,60,928	16·6	14,65,256	25·4	17,79,558	30·8	15,69,325	27·2	57,75,067
South Indian	1,30,643	26·5	98,186	19·9	1,91,928	38·8	73,171	14·8	4,93,928

‡ Exclusive of value of stores returned to stock Rs. 3,203.

§ Excludes Rs. 4,63,198, the expenses of Mormugao Harbour.

(a) Includes. (b) Excludes Rs. 3,136 (B.G. Rs. 2,552 and M.G. 584) on account of 'Furniture and Sundries' taken under A.-I.' but booked in a/cs under 'A. II'

(c) Includes expenditure on account of Replacement and Renewals for other than State-owned portions as under :—

B. & N. W. Ry. (Company's portion) .. .. .. Rs. 7,29,737

Jodhpur Railways (Durbar lines) .. .. .. Rs. 6,95,875

Nizam's State (H.E.H.'s Government lines) .. .. Rs. 16,18,814 (B.G. Rs. 10,28,992 and M.G. Rs. 5,89,822.

Rohilkund and Kumaon Railway (Company's portion) .. Rs. 1,26,032

31.—*Statement of Oil Consumption on Class I Railways during the years 1935-36 and 1936-37.*

Railway	Year.	Lubricating oil used on Engines (excluding shunting, siding and Departmental).				Lubricating oil used on Coaching, Goods, and Departmental Vehicles.	
		Total Pints.		Pints per 100 engine miles.		Total pints.	Pints per 1,000 vehicle miles (in terms of 4-wheelers).
		Passenger and mixed Services.	Goods Services.	Passenger and mixed Services.	Goods Services.		
1	2	3	4	5	6	7	8
5' 6" Gauge.							
Bengal Nagpur	*1935-36*	*355,146*	*542,826*	*5·89*	*6·48*	*506,235*	*1·26*
	1936-37	(a)348,074	(a)511,448	(a)5·78	(a)6·24	(a)424,780	(a)1·07
Bombay, Baroda and Central India	*1935-36*	*280,252*	*133,488*	*6·06*	*6·89*	*180,883*	*1·04*
	1936-37	280,149	142,850	6·17	6·59	198,549	1·02
Eastern Bengal	*1935-36*	*510,536*	*109,210*	*9·04*	*7·87*	*237,699*	*1·42*
	1936-37	557,101	127,801	9·45	8·18	249,798	1·44
East Indian	*1935-36*	*1,506,038*	*1,118,590*	*8·43*	*8·24*	*1,445,289*	*1·47*
	1936-37	1,581,693	1,227,991	8·86	8·89	1,395,074	1·40
Great Indian Peninsula	*1935-36*	*938,255*	*739,069*	*7·62*	*10·1*	*770,897*	*1·56*
	1936-37	861,186	795,279	7·39	9·77	742,209	1·43
Madras and Southern Mahratta	*1935-36*	*470,358*	*237,812*	*10·4*	*11·0*	*247,807*	*1·52*
	1936-37	465,365	254,931	10·1	10·5	232,887	1·37
Nizam's State	*1935-36*	*80,448*	*51,927*	*7·07*	*8·30*	*49,524*	*1·08*
	1936-37	83,682	54,002	7·14	7·92	43,290	0·90
North Western	*1935-36*	*1,620,173*	*863,154*	*9·55*	*12·2*	*1,352,110*	*2·18*
	1936-37	1,546,982	915,457	9·07	12·1	1,310,133	2·03
South Indian	*1935-36*	*344,300*	*82,996*	*11·3*	*9·82*	*69,844*	*1·08*
	1936-37	361,637	85,157	11·2	10·1	66,023	1·00
Total	*1935-36*	*6,105,506*	*3,879,072*	*8·46*	*8·95*	*4,860,288*	*1·58*
	1936-37	6,085,869	4,114,916	8·45	9·06	4,662,743	1·47
3' 3¾" Gauge.							
Assam Bengal	*1935-36*	*188,239*	*32,086*	*5·32*	*7·23*	*130,437*	*1·30*
	1936-37	202,831	40,353	5·49	5·92	136,629	1·28
Bengal and North Western	*1935-36*	**294,084*	*134,374*	*4·68*	*5·21*	*255,423*	*1·15*
	1936-37	†309,005	143,766	4·86	4·70	297,485	1·26
Bombay, Baroda and Central India	*1935-36*	*279,687*	*126,642*	*5·85*	*4·91*	*359,714*	*1·53*
	1936-37	254,669	122,087	4·60	4·52	507,751	2·15
Burma	*1935-36*	*354,649*	*195,828*	*6·44*	*9·92*	*143,370*	*0·76*
	1936-37	364,533	197,698	6·45	10·5	149,269	0·78
Eastern Bengal	*1935-36*	*203,992*	*66,228*	*6·53*	*5·58*	*132,345*	*1·09*
	1936-37	208,411	75,595	6·43	5·58	145,881	1·12
Jodhpur	*1935-36*	*84,625*	*20,754*	*5·20*	*4·21*	*49,937*	*0·77*
	1936-37	81,546	23,740	4·68	4·05	51,432	0·76
Madras and Southern Mahratta	*1935-36*	*341,506*	*212,180*	*7·08*	*8·76*	*130,703*	*0·89*
	1936-37	361,681	227,142	6·94	8·52	112,962	0·72
Nizam's State	*1935-36*	*72,699*	*30,503*	*6·69*	*7·79*	*18,312*	*0·65*
	1936-37	69,923	34,965	6·17	7·56	18,576	0·60
Rohilkund and Kumaon	*1935-36*	‡ *61,870*	*9,701*	*4·01*	*4·10*	*41,245*	*1·19*
	1936-37	§63,173	10,247	4·09	3·13	47,075	1·26
South Indian	*1935-36*	*435,953*	*89,471*	*5·93*	*5·94*	*271,549*	*1·54*
	1936-37	459,036	100,243	5·81	6·02	230,847	1·30
Total	*1935-36*	*2,317,304*	*917,767*	*5·70*	*6·65*	*1,533,035*	*1·16*
	1936-37	2,374,808	975,836	5·65	6·34	1,697,907	1·24

* Includes 76 pints of oil on account of engine power supplied by the R. and K. Railway.

† " 76 " " " " " " " " "

‡ Excludes 76 pints of oil on account of engine power supplied to B. and N. W. Railway.

§ " 76 " " " " " " " " "

(a) Represents actual figures from April to November 1936 and March 1937 and three months figures for December 1935 and January and February 1936—figures for these three months in 1936-37 not being available due to labour unrest.

31.—*Statement of Oil Consumption on Class I Railways during the years 1935-36 and 1936-37.*—concld.

Railway.	Year.	Lubricating oil used on Engines including Departmental.	
		Total pints (all engines).	Pints per 100 Engine miles (all Engines).
1	2	3	4
2′ 6″ and 2′ 0″ Gauges.			
Bengal-Nagpur	*1935-36*	*81,595*	*3·77*
	1936-37	(*a*)82,901	(*a*)3·73
Bombay, Baroda and Central India	*1935-36*	*24,813*	*5·54*
	1936-37	25,434	5·28
Eastern Bengal	*1935-36*	*7,611*	*6·88*
	1936-37	8,392	7·37
Great Indian Peninsula	*1935-36*	*53,968*	*10·5*
	1936-37	47,722	9·90
North Western	*1935-36*	*118,735*	*8·94*
	1936-37	117,082	8·97
South Indian	*1935-36*	*8,780*	*5·07*
	1936-37	18,304	5·21
Total	*1935-36*	*295,502*	*6·24*
	1936-37	299,835	6·05

(*a*) See remarks on page 206.

32.—*Statement of Electric Multiple Unit Suburban Train Statistics of the Bombay, Baroda and Central India, Great Indian Peninsula and South Indian Railways for the years 1935-36 and 1936-37.*

Particulars.	Year.	Results.		
		Bombay, Baroda and Central India Railway.	Great Indian Peninsula Railway.	South Indian Railway.
1	2	3	4	5
Physical Statistics.				
1. Sections electrified		(1) Churchgate to Grant Road, (2) Grant Road to Bandra through lines, (3) Grant Road to Bandra Local Lines, (4) Bandra to Borivli Local Lines. §§ (5) Borivli to Virar (Local lines).	(1) Victoria Terminus to Kurla (Harbour Branch), (2) Ravli to Mahim, (3) Victoria Terminus to Kalyan. ‡	Madras Beach to Tambaram.
2. Date of first opening for public service		5th January 1928.	3rd February 1925.	11th May 1931.
3. Mileage equipped for electric service on 31st March		§§ 1st Sept. 1936.		
3·01. Route mileage	*1936*	*21·25*	*44·00*	*18·14*
	1937	36·79	44·00	18·14
3·02. Track mileage (excluding sidings)	*1936*	*62·54*	*88·00*	*36·28*
	1937	91·58	88·00	36·28
4. Mileage open for electric service on 31st March.	*1936*	*21·25*	*44·00*	*18·14*
	1937	36·79	44·00	18·14
5. No. of sub-power stations on 31st March	*1936*	*3*	*4*	*4*
	1937	4	4	4
6. No. of electric railway stations on 31st March	*1936*	*21*	*28*	*14*
	1937	27	28	14
7. Mileage of transmission cable on 31st March	*1936*	*††61·00*	*40·98*	*41·49*
	1937	†77·00	**48·78	41·49
Rolling Stock.				
8. Average authorised stock (in units)—				
8·01. Motor coaches	*1935-36*	*40*	*§53*	*24*
	1936-37	40	§53	24
8·02. Trailer coaches	*1935-36*	*120*	*153*	*48*
	1936-37	120	153	48
9. Average number on line (in units)—				
9·01. Motor coaches	*1935-36*	*40*	*§53*	*24*
	1936-37	40	§53	24
9·02. Trailer coaches	*1935-36*	*120*	*152*	*48*
	1936-37	120	153	48
9·03. Train units*	*1935-36*	*40*	*50*	*24*
	1936-37	40	51	24
10. Average number under or awating repairs (in units)—				
10·01 Motor coaches	*1935-36*	*4*	*10*	*1*
	1936-37	2	9	2
10·02. Percentage of item 9·01	*1935-36*	*10·0*	*18·9*	*3·12*
	1936-37	5·00	17·0	7·29
10·03. Trailer coaches	*1935-36*	*9*	*19*	*2*
	1936-37	5	21	4
10·04. Per centage of item 9·02	*1935-36*	*7·50*	*12·5*	*3·12*
	1936-37	4·17	13·7	7·29

*A train unit is a motor coach and three trailers.
†Overhead 42·50 miles and underground 34·50 miles.
§Includes 2 spare motor coaches.
**Overhead 7·80 miles and underground 40·98 miles.
††Over head 26·50 miles and underground 34·50 miles.
‡Figures for items 8 onwards include Statistics relating to the running of multiple unit services beyound Kalyan, *viz.*, Kalyan Kasara and Kalyan Karjat which sections are also utilised for main line traffic.

32.—*Statement of Electric Multiple Unit Suburban Train Statistics of the Bombay, Baroda and Central India, Great Indian Peninsula and South Indian Railways for the years 1935-36 and 1936-37*—contd.

Particulars.	Year.	Results.		
		Bombay, Baroda and Central India Railway.	Great Indian Peninsula Railway.	South Indian Railway.
1	2	3	4	5
Rolling Stock—contd.				
11. Average number available for use (in units)—				
11·01. Motor coaches	*1935-36* ..	*36*	*43*	*23*
	1936-37 ..	38	44	22
11·02. Trailer coaches	*1935-36* ..	*111*	*133*	*47*
	1936-37 ..	115	132	45
12. Average number in use daily (in units)—				
12·01. Motor coaches	*1935-36* ..	*35*	*38*	*20*
	1936-37 ..	37	38	20
12·02. Trailer coaches	*1935-36* ..	*88*	*114*	*40*
	1936-37 ..	91	114	40
12.03. Train units*	*1935-36* ..	*35*	*38*	*20*
	1936-37 ..	37	38	20
13. Average number spare or stored in good repair (in units)—				
13·01. Motor coaches	*1935-36* ..	*1*	*5*	*3*
	1936-37 ..	1	6	2
13·02. Trailer coaches	*1935-36* ..	*23*	*19*	*7*
	1936-37 ..	24	18	4
Operating Statistics.				
14. Train miles—Passenger—				
14·01. Total unit traffic trains	*1935-36* ..	*129,699*	*927,462*	*284,798*
	1936-37 ..	102,621	1,007,550	337,744
14·02. Total two unit traffic trains	*1935-36* ..	*971,441*	*1,122,516*	*231,132*
	1936-37 ..	1,112,403	1,180,328	197,424
14·02. (*a*) Total three unit traffic trains ..	*1935-36* ..	*Nil*	*Nil*	*7,183*
	1936-37 ..	Nil	Nil	6,302
14·02. (*d*) Total four unit traffic trains ..	*1935-36* ..	*Nil*	*Nil*	*Nil*
	1936-37 ..	Nil	Nil	Nil
14·03. Total traffic trains	*1935-36* ..	*2,072,581*	*3,172,494*	*768,611*
	1936-37 ..	2,327,427	3,368,206	751,498
14·04. Other trains	*1935-36* ..	*49,658*	*154*	*Nil*
	1936-37 ..	47,281	837	Nil
15. Hours—				
15·01. Traffic trains	*1935-36* ..	*104,198*	*138,709*	*35,026*
	1936-37 ..	114,087	142,478	34,243
15·02. Other	*1935-36* ..	*3,443*	*27,486*	*Nil*
	1936-37 ..	3,196	31,380	Nil
15·03. Total	*1935-36* ..	*107,641*	*166,195*	*35,026*
	1936-37 ..	117,283	173,858	34,243
16. Vehicle miles (in units)—				
16·01. Passenger trains	*1935-36* ..	*7,318,874*	*12,689,976*	*2,305,833*
	1936-37 ..	8,197,304	12,912,061	2,254,494
16·02. Other trains	*1935-36* ..	*176,225*	*616*	*Nil*
	1936-37 ..	166,488	3,275	Nil

32.—*Statement of Electric Multiple Unit Suburban Train Statistics of the Bombay, Baroda and Central India, Great Indian Peninsula and South Indian Railways for the years 1935-36 and 1936-37*—contd.

Particulars.	Year.	Results.		
		Bombay, Baroda and Central India Railway.	Great Indian Peninsula Railway.	South Indian Railway.
1	2	3	4	5
Operating Statistics—contd.				
17. Train usage—				
17·01. Train unit miles per day per train unit in use.	*1935-36* ..	*166*	*228*	*105*
	1936-37 ..	178	243	103
17·02. Train unit miles per day per train unit on line.	*1935-36* ..	*145*	*173*	*88*
	1936-37 ..	163	181	86
18. Train usage—				
18·01. Train unit hours per day per train unit in use.	*1935-36* ..	*8·38*	*11·9*	*4·78*
	1936-37 ..	8·78	12·5	4·69
18·02. Train unit hours per day per train unit on line.	*1935-36* ..	*7·35*	*9·08*	*3·99*
	1936-37 ..	8·03	9·34	3·91
19. Vehicle usage—				
19·01. Motor coach miles per day per motor each on line (in units).	*1935-36* ..	*145*	*170*	*88*
	1936-37 ..	163	181	86
19·02. Trailer coach miles per day per trailer Coach unit on line.	*1935-36* ..	*122*	*171*	*88*
	1936-37 ..	137	171	86
20. Motor coach failures—				
20·01. Number	*1935-36* ..	*1*	*393*	*31*
	1936-37 ..	Nil	339	15
20·02. Motor coach miles per motor coach failure (in units).	*1935-36* ..	*303,177*	*8,073*	*24,794*
	1936-37 ..	Nil	9,938	50,100
21. Power supply failure—				
21·01. Failures originating at source of supply	*1935-36* ..	*1*	*Nil*	*7*
	1936-37 ..	Nil	Nil	5
21·02. Failures originating at sub-station ..	*1935-36* ..	*Nil*	*Nil*	*15*
	1936-37 ..	Nil	1	10
21·03. Failures on account of overhead track equipment.	*1935-36* ..	*Nil*	*8*	*15*
	1936-37 ..	Nil	12	19
22. Number of passengers carried—				
22·01. First Class	*1935-36* ..	*22,339*	*13,596*	*3,164*
	1936-37 ..	26,625	11,547	3,666
22·02. Second Class	*1935-36* ..	*1,294,601*	*574,782*	*141,226*
	1936-37 ..	1,307,187	547,769	142,304
22·03. Third Class	*1935-36* ..	*33,714,580*	*29,566,444*	*6,978,915*
	1936-37 ..	38,162,613	31,598,845	7,177,636
22·04 Total	*1935-36* ..	*35,031,520*	*30,154,822*	*7,123,305*
	1936-37 ..	39,496,425	32,158,161	7,323,606

32.—*Statement of Electric Multiple Unit Suburban Train Statistics of the Bombay, Baroda and Central India, Great Indian Peninsula and South Indian Railways for the years 1935-36 and 1936-37*—concld.

Particulars.	Year.	Results.		
		Bombay, Baroda and Central India Railway.	Great Indian Peninsula Railway.	South Indian Railway.
1	2	3	4	5
Operating Statistics—concld.				
23. Passenger miles—				
23·01. First Class	*1935-36* ..	*188,623*	*165,952*	*21,113*
	1936-37 ..	207,675	150,503	31,607
23·02. Second Class	*1935-36* ..	*9,293,656*	*4,344,525*	*988,195*
	1936-37 ..	9,545,179	4,104,906	1,008,761
23·03. Third Class	*1935-36* ..	*245,059,845*	*216,988,155*	*42,686,906*
	1936-37 ..	277,699,953	221,603,793	45,103,101
23·04. Total	*1935-36* ..	*254,542,124*	*221,498,632*	*43,696,214*
	1936-37 ..	287,452,807	225,859,202	46,143,469
24. Earnings from passengers carried—				
24·01. First Class	*1935-36* ..	*7,038*	*6,178*	*761*
	1936-37 ..	7,72	5,114	823
24·02. Second Class	*1935-36* ..	*2,05,715*	*93,893*	*14,668*
	1936-37 ..	2,09,382	88,068	13,291
24·03. Third Class	*1935-36* ..	*28,85,314*	*25,65,085*	*5,63,897*
	1936-37 .	32,55,874	26,17,231	5,57,632
24·04. Total	*1935-36* ..	*30,98,067*	*26,65,156*	*5,79,326*
	1936-37 ..	34,72,977	27,10,413	5,71,746
25. Earnings from and cost of, electric train working—				
25·01. Earnings per passenger mile Pies	*1935-36* ..	*2·34*	*2·31*	*2·55*
	1936-37 ..	2·32	2·30	2·11
25·02. Cost per passenger mile .. Pies	*1935-36* ..	*1·54*	*3·21*	*1·45*
	1936-37 ..	1·44	3·18	1·71
25·03. Earnings per train miles .. Rs.	*1935-36* ..	*1·53*	*0·84*	*0·81*
	1936-37 ..	1·49	0·80	0·70
25·04. Cost per train mile Rs.	*1935-36* ..	*0·98*	*1·17*	*0·46*
	1936-37 ..	0·91	1·11	0·58
26. Gross ton miles (including Departmental) ..	*1935-36* ..	*402,081,930*	*571,499,550*	*58,399,635*
	1936-37 ..	449,137,803	584,374,325	57,187,247
27. Power used—				
27·01. Total power for traction and train lighting kilo-watt hours.	*1935-36* ..	*27,439,920*	*39,516,158*	*4,840,703*
	1936-37 ..	29,443,145	40,446,428	4,711,184
27·02. Kilo-watt hours per train unit mile ..	*1935-36* ..	*12·9*	*12·6*	*5·81*
	1936-37 ..	12·4	12·1	5·78
27·03. Kilo watt hours per 1,000 gross ton miles	*1935-36* .	*68·2*	*70·0*	*60·3*
	1936-37 ..	65·6	70·0	60·9
28. Lubricating oil used for all purposes (including Departmental)—				
28·01. Total pints	*1935-36* ..	*39,007*	*127,621*	*13,630*
	1936-37 ..	40,240	130,313	13,222
28·02. Pints per 1,000 vehicles miles	*1935-36* ..	*5·20*	*10·1*	*5·91*
	1936-37 ..	4·81	10·1	5·86

33.—*Statement of Steam Coach and Rail Motor Performances on Class I Railways during the years 1935-36 and 1936-37.*

(*i*) Steam Coach Performance.

Railway.	Years.	Average authorised stock (in units).	Average number on line (in units).	Steam Coach miles (in thousands).	Steam coach miles per steam coach day.	Steam coach failures.		Lbs. of coal consumed per steam coach mile.
						Number.	Steam coach miles per steam coach failure.	
1	2	3	4	5	6	7	8	9
5′ 6″ Gauge.								
Bengal Nagpur	*1935-36*	*2*	*2*	*14*	*18·6*	*Nil*	*Nil*	*23·7*
	*1936-37	2	2	17	23·1	2	8,443	18·3
Eastern Bengal	*1935-36*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
	1936-37	Nil	Nil	Nil	Nil	Nil	Nil	Nil
East Indian	*1935-36*	*3*	*3*	*27*	*24·6*	*Nil*	*Nil*	*12·2*
	1936-37	3	3	6	5·12	2	2,802	13·6
Great Indian Peninsula	*1935-36*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
	1936-37	Nil	Nil	Nil	Nil	Nil	Nil	Nil
North Western	*1935-36*	*7*	*7*	*163*	*63·5*	*4*	*40,659*	*16·1*
	1936-37	7	7	158	61·7	6	26,295	15·6
Total	*1935-36*	*12*	*12*	*204*	*46·4*	*4*	*50,815*	*16·1*
	1936-37	12	12	181	41·2	10	18,026	15·8
3′ 3¼″ Gauge.								
Bombay Baroda & Central India.	*1935-36*	*3*	*3*	*61*	*61·0*	*4*	*15,268*	*16·5*
	1936-37	3	3	66	60·0	2	32,849	16·4
Eastern Bengal	*1935-36*	*2*	*2*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
	1936-37	2	2	14	19·5	2	7,112	28·3
Nizam's State	*1935-36*	*2*	*2*	*12*	*16·0*	*2*	*5,857*	*20·3*
	1936-37	2	2	18	25·0	1	18,195	12·4
Total	*1935-36*	*7*	*7*	*73*	*28·5*	*6*	*12,131*	*17·1*
	1936-37	7	7	98	38·4	5	19,623	17·4
2′ 6″ and 2′ 0″ Gauges.								
Bengal Nagpur	*1935-36*	*3*	*3*	*18*	*16·8*	*2*	*9,249*	*21·3*
	*1936-37	3	3	12	10·9	1	12,018	24·4
North Western	*1935-36*	*3*	*3*	*74*	*67·7*	*Nil*	*Nil*	*11·1*
	1936-37	3	3	75	68·1	Nil	Nil	11·8
Total	*1935-36*	*6*	*6*	*92*	*42·4*	*2*	*46,426*	*13·1*
	1936-37	6	6	87	39·5	1	86,570	13·5

(*ii*) Rail Motor Performance.

Railway.	Years.	Average authorised stock.	Average number on line.	Rail motor miles (in thousands).	Rail motor miles per rail motor day.	Rail motor failures.		Gallons of fuel consumed per 100 rail motor miles.
						Number.	Rail motor miles per rail motor failure.	
1	2	3	4	5	6	7	8	9
5′ 6″ Gauge.								
North Western	*1935-36*	*1*	*1*	*4*	*11·7*	*Nil*	*Nil*	*10·1*
	1936-37	1	1	1	1·96	Nil	Nil	12·7
3′ 3¼″ Gauge.								
Jodhpur	*1935-36*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
	1936-37	1	1	Nil	Nil	Nil	Nil	Nil
South Indian	*1935-36*	*3*	*3*	*24*	*22·2*	*4*	*6,086*	*13·4*
	1936-37	3	3	66	60·0	2	32,850	9·30
Total	*1935-36*	*3*	*3*	*24*	*22·2*	*4*	*6,086*	*13·4*
	1936-37	4	4	66	45·0	2	32,850	9·30
2′ 6″ Gauge.								
North Western	*1935-36*	*7*	*7*	*63*	*24·8*	*1*	*63,426*	*14·1*
	1936-37	7	7	50	19·7	1	50,283	18·2

*Represent actual figures for April to November 1936 and March 1937 and three months figures for December 1935 and January and February 1936—Figures for these three months in 1936-37 not being available due to labour unrest.

34.—*Statement of Equipment showing the actual stock running on Class II and III Railways on 31st March 1937.*

Railway.	Locomotives.	Rail Motor Cars.	Steam Coaches.	Electric Motor Coaches.	† Coaching Vehicles (excluding vehicles used exclusively on Railway service).							† Goods Wagons (excluding wagons used exclusively on Railway service)			† Railway service vehicles.	
					Passenger carriages.					Other coaching vehicles.	Total.	Covered and open wagons.	Special wagons.	Total.	Coaching (including officers' carriages).	Goods (including inspection trollies, Travelling cranes and Dummy Trucks).
					Number.	Seats by classes.										
						1st.	2nd.	Inter.	Third.							
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
Class II Railways.																
3′ 3⅜″ Gauge.																
Bengal Dooars	19	..	..	..	59	131	103	374	2,576	8	67	434	15	449	5	10
Bhavnagar State	37	2	..	..	130	192	452	..	6,497	56	186	1,086	3	1,089	10	16
Bikaner State	54	..	..	..	130	198	255	397	5,928	33	163	1,210	..	1,210	15	56
Dibru-Sadiya	32	..	..	(*d*)1	46	162	130	155	2,466	22	68	1,280	114	1,394	8	4
Gaekwar's Baroda State	22	..	..	..	162	99	139	..	5,093	3	165	323	7	330	6	14
Gondal (including Porbandar State).	26	..	..	..	108	163	409	..	3,486	30	138	661	..	661	4	43
Jamnagar Dwarka	17	2	..	..	50	89	178	..	1,577	20	70	600	4	604	4	3
Jaipur State	13	..	..	..	74	48	72	..	2,150	4	78	125	5	130	..	..
Junagadh State	18	2	..	..	131	144	360	..	3,393	17	148	338	14	352	7	12
Morvi	20	3	..	..	92	170	280	..	2,775	27	119	349	..	349	..	2
Mysore	46	1	(*a*) 6	..	137	117	298	..	5,936	22	159	574	..	574	24	28
Total	304	10	6	1	1,119	1,513	2,676	926	41,877	242	1,361	6,980	162	7,142	83	188
2′ 6″ Gauge.																
Barsi Light	34	1	2	..	107	..	246	..	5,035	*11	118	270	8	278	2	14
Gaekwar's Baroda State	37	2	(*b*) 5	..	300	98	180	..	6,225	4	304	1,072	13	1,085	13	20
Mysore	10	..	..	..	27	..	30	..	1,352	..	27	81	..	81	3	10
Shahdara (Delhi) Saharanpur Light.	10	..	..	..	49	12	36	84	1,277	1	50	263	1	264	4	3
Total	91	3	7	..	483	110	492	84	13,889	16	499	1,686	22	1,708	22	47
2′ 0″ Gauge.																
Darjeeling-Himalayan	35	2	..	..	109	244	290	..	2,153	26	135	521	..	521	..	..
Mysore	6	..	..	..	5	..	18	..	98	..	5	51	..	51	..	3
Total	41	2	..	..	114	244	308	..	2,251	26	140	572	..	572	..	3
Class III Railways.																
3′ 3⅜″ Gauge.																
Udaipur-Chitorgarh	16	..	..	..	61	38	72	64	2,836	14	75	84	..	84	3	..
Total	16	..	..	..	61	38	72	64	2,836	14	75	84	..	84	3	..
2′ 6″ Gauge.																
Ahmadpur-Katwa	5	..	..	..	19	18	18	64	448	*4	23	22	..	22	..	..
Arrah-Sasaram Light	6	..	..	..	19	32	..	64	559	4	23	123	..	123	..	1
Bankura-Damodar River.	7	..	..	..	27	24	24	112	616	6	33	72	..	72	..	(*c*)1
Baraset-Basirhat Light	11	1	..	..	39	58	..	221	1,285	1	40	67	..	67	..	4
Carried over	29	1	..	..	104	132	42	461	2,908	15	119	284	..	284	..	6

* Brake vans.
† In units.

(*a*) Internal Combustion Coaches.
(*b*) Includes 4 Internal Combustion Coaches.
(*c*) Inspection motor trollies.
(*d*) Petrol Road Motor Bus.

34.—*Statement of Equipment showing the actual stock running on Class II and III Railways on 31st March 1937*—concld.

Railway.	Locomotives.	Rail Motor Cars.	Steam Coaches.	Electric Motor Coaches.	‡ Coaching Vehicles (excluding vehicles used exclusively on Railway service).							Goods Wagons‡ (excluding wagons used exclusively on Railway service).			‡ Railway service vehicles.	
					Passenger carriages.					Other coaching vehicles.	Total.	Covered and open wagons.	Special wagons.	Total.	Coaching (including officers' carriages).	Goods (including inspection trollies, Travelling cranes and Dummy Trucks).
					Number.	Seats by classes.										
						1st.	2nd.	Inter.	Third.							
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
Brought forward .	29	1	..	..	104	132	42	461	2,908	15	119	284	..	284	..	6
Class III Railways—*concld.*																
2′ 6″ Gauge.																
Bengal Provincial .	7	..	..	..	24	20	20	82	502	*2	26	55	..	55	1	2
Bukhtiarpur-Bihar Light.	5	..	..	..	22	30	24	119	575	..	22	68	..	68	..	2
Burdwan-Katwa .	7	..	..	..	22	18	18	96	512	4	26	36	..	36	..	§1
Cutch State . ..	6	1	..	..	17	..	96	..	424	..	17	56	1	57	..	2
Dehri-Rohtas Light .	6	3	1	..	9	20	..	12	170	3	12	129	..	129	2	3
Dholpur-State . ..	6	..	..	..	9	..	22	..	404	..	9	115	3	118	..	2
Futwah-Islampur .	3	..	..	..	9	12	..	58	308	..	9	28	..	28	..	..
Jessore-Jhenidah .	††	††	††	††	††	††	††	††	††	††	††	††	††	††	††	††
Kalighat-Falta . .	11	..	..	..	38	30	34	112	1,080	8	46	45	..	45	..	..
Tezpore-Balipara Light	3	..	..	..	19	12	..	40	670	4	23	91	..	91	..	..
Total .	83	5	1	..	273	274	256	980	7,553	36	309	907	4	911	3	18
2′ 0″ Gauge.																
Gwalior Light . .	25	..	..	..	76	50	124	..	2,000	6	82	347	7	354	8	7
Howrah-Amta Light .	†18	..	..	..	105	84	..	318	2,423	12	117	80	..	80	..	(*c*) 8
Howrah-Sheakhala Light.	3	..	..	..	32	26	..	118	815	..	32	11	..	11	..	2
Jagadhri Light . .	3	..	..	..	4	6	..	14	84	*1	5	7	..	7	..	..
Jorhat (Provincial) .	6	1	..	..	19	18	24	98	384	5	24	75	1	76	..	1
Kulasekharapatnam Light.	..	6	..	..	24	..	..	..	746	..	24	45	..	45	..	(§)1
Matheran Light .	3	4	..	..	25	85	77	..	154	(*b*)1	26	17	*2	19	2	(*a*) 3
Trivellore Light .	2	3	..	..	14	..	..	..	94	..	14	4	1	5	..	1
Total .	60	14	..	..	299	269	225	548	6,700	25	324	586	11	597	10	23

* Brake vans.
† Includes one Dissel Locomotives.
†† Closed to all kind of traffic from 1-5-36.
(*a*) Includes one motor trolly.
‡ In units.
§ Inspection motor trollies.
(*b*) Saloon.
(*c*) Includes 7 workmen Train Coaches.

35.—*Statement of Net Additions to and reductions from Equipment of Class II and III Railways during the year 1936-37.*

Railway.	Locomotives.	Rail Motor cars.	Steam coaches.	Electric Motor Coaches.	† Coaching vehicles (excluding vehicles used exclusively on railway service).							† Goods wagons (excluding wagons used exclusively on railway service).			† Railway Service Vehicles.	
					Passenger carriages.					Other coaching vehicles.	Total.	Covered and open wagons.	Special wagons.	Total.	Coaching (including officers' carriages).	Goods (including inspection trollies, Travelling Cranes and Dummy Trucks).
					No.	Seats by Classes. 1st	2nd.	Inter.	Third.							
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
Class II Railways.																
3' 3⅜" Gauge																
Bengal Dooars	..	..	..	..	..	6	4	..	—24	..	..	—1	..	—1	..	..
Bhavnagar State	..	1	..	..	2	12	36	..	4	2	4	1	..	1	..	..
Bikaner State	..	..	..	..	—2	..	12	4	—233	—1	—3	..	..	..	..	..
Dibru Sadiya	..	..	..	(b) 1	..	—5	..	..	..	..	..	—100	—4	—104	..	..
Gaekwar's Baroda State	..	..	..	..	7	9	6	..	205	2	9	4	—2	2	3	..
Gondal (including Porbandar State	6	..	..	..	20	21	67	..	705	11	31	279	..	279	1	12
Jamnagar Dwarka	..	..	..	..	..	..	..	..	—16	—1	—1	..	..	..	..	..
Jaipur Stateh	13	..	..	..	74	48	72	..	2,150	4	78	125	5	130	..	..
Junagad State	1	..	..	..	12	13	..	..	452	..	12	..	—1	—1	..	..
Morvi	—1	..	..	..	..	18	—8	..	6	1	1	37	..	37	..	..
Mysore	..	..	(a)2	..	—3	..	..	..	—40	—1	—4	—3	..	—3	..	—1
Total	19	1	2	1	110	122	189	4	3,209	17	127	342	—2	340	4	11
2' 6" Gauge																
Barsi Light	..	..	..	..	..	..	—16	..	16	..	..	..	..	..	..	..
Gaekwar's Baroda State	..	..	..	..	—2	..	..	..	—42	—5	—7	—183	—13	—196	..	..
Shahdara (Delhi) Saharanpur Light.	..	..	..	..	..	..	..	..	..	..	..	10	—3	7	..	2
Total	..	..	..	..	—2	..	—16	..	—26	—5	—7	—173	—16	—189	..	2
2' 0" Gauge.																
Darjeeling Himalayan	..	..	..	..	2	10	24	..	—20	..	2	—2	..	—2	..	.
Mysore	..	..		..	..	..	..	..	..	..	..	—4	..	—4	..	..
Total	..	..	..	..	2	10	24	..	—20	..	2	—6	..	—6	..	..
Class III Railways.																
3' 3⅜" Gauge.																
Porbander State‡	—7	..	..	..	—17	—12	—55	..	—539	—9	—26	—313	—3	—316	—2	—12
Udaipur-Chitorgarh	..	..	..	..	5	7	4	—24	290	2	7	—5	..	—5	..	..
Total	—7	..	..	..	—12	—5	—51	—24	—249	—7	—19	—318	—3	—321	—2	—12
2' 6" Gauge.																
Arrah-Sasaram Light	..	..	..	..	5	8	..	20	127	..	5	—6	..	—6	..	..
Bankura Dawdar River	..	..	..	..	..	3	3	..	—16	..	..	..	..	..	..	..
Baraset Basirhat Light	1	1	..	..	2	—1	..	44	114	1	3	3	..	3	..	1
Bukhtiarpur-Bihar Light	..	..	..	..	1	..	..	..	..	..	1	..	..	..	..	—1
Burdwan Katwa	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Cutch State	1	..	..	..	..	..	..	..	..	..	..	2	..	2	..	..
Dholpur State	..	..	..	..	..	—22	22	..	..	..	..	..	..	..	..	..
Futwah Islampur	..	..	..	..	..	..	..	19	—42	..	..	..	..	..	..	..
Kalighat Falta	1	..	..	..	..	..	..	..	..	..	..	..		..	..	..
Total	4	1	..	..	8	—12	25	83	183	1	9	—1	..	—1	..	..
2' 0" Gauge.																
Gwalior Light	—1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	—3
Howrah-Amta Light	..	..	..	..	—8	—4	..	—18	—125	1	—7	..	..	..	..	..
Howrah Sheakhala Light	..	..	..	..	8	—6	..	34	223	..	8	..	..	..	..	—6
Kulasekara patnam Light	—4	..	..	..	..	..	..	..	..	..	..	..	..	..	..	—1
Matheran Light	..	..	..	..	—1	..	..	..	20	..	—1	..	..	..	..	..
Jorhat Provincial	..	..	..	..	..	—4	2	8	—19	..	..	..	..		..	—2
Total	—5	..	..	..	—1	—14	2	24	99	1	..	..	..	..	..	—12

† In units. (a) Internal Combustion coaches. (b) Petrol Road Motor Bus. ‡ Included in the figures of Gondal Ry. (Class II).

36.—*Statement of Passenger and Goods Revenue Statistics and Earnings of*

Railway.	Gauge.	Year.	Passengers originating on home line whether local or foreign (in hundreds).					* Other traffic.	Passengers carried (in hundreds).				
			1st.	2nd.	Inter.	3rd.	Total.		* 1st.	* 2nd.	* Inter.	* 3rd.	* Total (Cols. 8+9).
1	2	3	4	5	6	7	8	9	10	11	12	13	14
Class II Railways.													
Barsi Light	2′ 6″	*1935-36*	..	*2,5*	..	*896,6*	*899,1*	*172,2*	..	*3,2*	..	*1,068,1*	*1,071,3*
		1936-37	..	1,8	..	743,5	745,3	130,7	..	2,5	..	873 5	876,0
Bengal Dooars	3′ 3¾″	*1935-36*	*8*	*2,0*	*15,7*	*1,019,0*	*1,037,5*	*28,3*	*1,0*	*2,4*	*16,4*	*1,046,0*	*1,065,8*
		1936-37	9	2,0	18,4	1,024,6	1,045,9	27,4	1,0	2,4	19,2	1,050,7	1,073,3
Bhavnagar State	3′ 3¾″	*1935-36*	*9*	*21,2*	..	*2,706,0*	*2,728,1*	*320,4*	*1,4*	*27,4*	..	*3,019,7*	*3,048,5*
		1936-37	9	19,5	..	2,640,8	2,661,2	307,9	1,4	26,0	..	2,941,7	2,969,1
Bikaner State	3′ 3¾″	*1935-36*	*7*	*5,7*	*11,8*	*1,943,5*	*1,961,7*	*171,7*	*1,0*	*7,6*	*13,6*	*2,111,2*	*2,133,4*
		1936-37	8	5,7	12,0	1,906,8	1,925,3	192,8	1,2	7,7	14,1	2,095,1	2,118,1
Darjeeling Himalayan	2′ 0″	*1935-36*	*1,1*	*9,3*	..	*680,7*	*691,1*	*10,2*	*1,6*	*12,0*	..	*687,7*	*701,3*
		1936-37	1,2	10,2	..	704,6	716,0	12,6	2,1	13,4	..	713,1	728,6
Dibru Sadiya	3′ 3¾″	*1935-36*	*2,8*	*4,7*	*29,7*	*1,303,2*	*1 340,4*	*46,7*	*3,1*	*5,1*	*31,5*	*1,347,4*	*1,387,1*
		1936-37	2,2	4,0	23,7	1,249,7	1 279,6	38,2	2,4	4,3	25,5	1,285,6	1,317,8
Gaekwar's Baroda State	3′ 3¾″	*1935-36*	*2*	*7,7*	..	*3,517,8*	*3,525,7*	*734,6*	*9*	*13,3*	..	*4,246,1*	*4,260,3*
		1936-37	3	8,4	..	3,390,9	3,399,6	704,3	8	13,2	..	4,089,9	4,103,9
	2′ 6″	*1935-36*	*5*	*18,4*	..	*2,693,0*	*2,711,9*	*188,3*	*5*	*19,3*	..	*2,880,4*	*2,900,2*
		1936-37	4	21,2	..	2,811,4	2,833,0	192,4	5	22,1	..	3,002,8	3,025,4
Gondal	3′ 3¾″	*1935-36*	*4*	*11,1*	..	*1,470,6*	*1,482,1*	*713,6*	*1,2*	*24,5*	..	*2,170,0*	*2,195,7*
		1936-37	3	11,1	..	1,603,5	1,614,9	738,1	1,0	24,2	..	2,327,8	†2,353,0
Jaipur State	3′ 3¾″	*1935-36*	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡
		1936-37	6	3,6	..	904,9	909,1	196,7	1,2	5,9	..	1,098,7	1,105,8
Jamnagar Dwarka	3′ 3¾″	*1935-36*	*9*	*7,9*	..	*633,7*	*642,5*	*83,5*	*1,2*	*10,5*	..	*714,3*	*726,0*
		1936-37	9	7,5	..	598,2	606,6	68,8	1,1	9,7	..	664,6	675,4
Junagadh State	3′ 3¾″	*1935-36*	*8*	*15,8*	..	*1,996,9*	*2,013,5*	*245,7*	*1,1*	*20,5*	..	*2,237,6*	*2,259,2*
		1936-37	4	15,5	..	2,175,0	2,190,9	243,2	5	19,8	..	2,413,8	2,434,1
Morvi	3′ 3¾″	*1935-36*	*8*	*12,2*	..	*869,0*	*882,0*	*342,3*	*2,3*	*25,4*	..	*1,196,6*	*1,224,3*
		1936-37	8	11,8	..	829,4	842,0	322,7	1,8	23,1	..	1,139,6	1,164,7
Mysore	3′ 3¾″	*1935-36*	*1,5*	*32,9*	*5,9*	*3,170,5*	*3,210,8*	*103,2*	*1,7*	*34,5*	*6,2*	*3,271,8*	*3,314,0*
		1936-37	1,4	36,6	..	3,350,8	3,388,8	98,4	1,7	38,2	..	3,447,3	3,487,2
	2′ 6″	*1935-36*	..	*1,1*	..	*817,2*	*818,3*	*17,1*	..	*1,1*	..	*834,3*	*835,4*
		1936-37	..	1,0	..	805,8	806,8	17,9	..	1,0	..	823,7	824,7
	2′ 0″	*1935-36*	..	*3*	..	*35,1*	*35,4*	*2*	..	*3*	..	*35,3*	*35,6*
		1936-37	..	3	..	29,8	30,1	1	..	3	..	29,9	30,2
Shahdra (Delhi)—Saharanpur Light.	2′ 6″	*1935-36*	*2*	*3,7*	*3,7*	*926,6*	*939,2*	*15,6*	*2*	*3,7*	*3,8*	*942,1*	*954,8*
		1936-37	2	3,7	10,0	955,3	969,2	18,8	2	3,8	10,2	973,8	988,0
Total Class II Railways		*1935-36*	*11,6*	*156,5*	*71,8*	*24,679,4*	*24,919,3*	*3,193,6*	*17,2*	*210,8*	*76,5*	*27,808,4*	*28,112,9*
		1936-37	11,3	163,9	64,1	25,725,0	25,964,0	3,311,0	16,9	217,6	69,0	28,971,8	29,275,3
Class III Railways.													
Ahmadpur Katwa	2′ 6″	*1935-36*	*1*	*4*	*2,8*	*176,1*	*179,4*	*5,5*	*1*	*4*	*3,2*	*181,2*	*184,9*
		1936-37	..	5	2,6	165,7	168,8	5,8	..	6	3,1	170,9	174,6
Arrah-Sasaram Light	2′ 6″	*1935-36*	*4*	..	*5,4*	*416,3*	*422,1*	*5,4*	*4*	..	*5,5*	*421,6*	*427,5*
		1936-37	4	..	6,1	397,8	404,3	3,2	4	..	6,2	400,9	407,5
Bankura-Damodar River	2′ 6″	*1935-36*	*1*	*5*	*1,5*	*144,3*	*146,4*	*1,1*	*1*	*5*	*1,6*	*145,3*	*147,5*
		1936-37	1	3	1,6	128,6	130,6	1,6	1	3	1,8	130,0	132,2
Baraset Basirhat Light	2′ 6″	*1935-36*	*4,0*	..	*50,0*	*1,244,2*	*1,298,2*	*7*	*4,0*	..	*50,1*	*1,244,8*	*1,298,9*
		1936-37	4,1	..	49,7	1,005,8	1,059,6	6	4,1	..	49,7	1,006,4	1,060,2
Bengal Provincial	2′ 6″	*1935-36*	..	*7*	*5,8*	*270,8*	*277,3*	*54,8*	..	*1,1*	*7,6*	*323,4*	*332,1*
		1936-37	1	7	5,6	262,9	269,3	64,3	1	1,0	7,4	325,1	333,6

* Columns 9 to 14 and 20 to 24—For the purpose of these figures passengers travelling over two or more railways or two or more gauges on the same railway are considered as having made two or more separate journeys.

† Includes figures of Porbandar State Railway for 7 months, *viz.*, from September 1936 to March 1937, as it was taken over by Gondal Railway from 1st September 1936. Figures from April 1936 to August 1936 are not available.

‡ Included under B. B & C. I. Railway.

Class II and III Railways for the years 1935-36 and 1936-37.

Passenger miles (in thousands).					Average number of miles a passenger was carried.					Earnings from passengers carried (excluding refunds) (in thousands).					Railway.
1st.	2nd.	Inter.	3rd.	Total.	* 1st.	* 2nd.	* Inter.	* 3rd.	* Total.	1st.	2nd.	Inter.	3rd.	Total.	
15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
										Rs.	Rs.	Rs.	Rs.	Rs.	Class II Rys.
..	*182*	..	*42,425*	*42,607*	..	*56·6*	..	*39·7*	*39·8*	..	*9*	..	*8,11*	*8,20*	Parsi Light.
..	136	..	32,880	33,016	..	54·3	..	37·6	37·7	..	7	..	6,23	6,30	
29	*63*	*261*	*18,549*	*18,902*	*28·9*	*26·5*	*15·9*	*17·7*	*17·7*	*7*	*4*	*7*	*3,08*	*3,26*	Bengal Doors.
29	62	319	18,635	19,045	29·2	25·9	16·6	17·7	17·7	6	4	9	3,07	3,26	
97	*1,442*	..	*81,726*	*83,265*	*69·3*	*52·6*	..	*27·1*	*27·3*	*9*	*64*	..	*14,51*	*15,24*	Bhavnagar State.
106	1,325	..	78,527	79,958	76·0	50·9	..	26·7	26·9	9	59	..	13,94	14,62	
73	*420*	*803*	*78,634*	*79,930*	*75·9*	*54·9*	*59·2*	*37·3*	*37·5*	*9*	*26*	*23*	*16,32*	*16,90*	Bikaner State.
87	431	848	79,626	80,992	75·3	56·0	60·2	38·0	38·2	11	27	24	16,59	17,21	
68	*453*	..	*9,400*	*9,921*	*42·1*	*37·8*	..	*13·7*	*14·1*	*11*	*42*	..	*2,46*	*2,99*	Darjeeling Himalayan.
86	485	..	9,513	10,084	41·1	36·2	..	13·3	13·8	14	43	..	2,48	3,10	
63	*117*	*630*	*17,436*	*18,246*	*20·0*	*23·0*	*20·0*	*13·0*	*13·0*	*6*	*5*	*18*	*3,42*	*3,71*	Dibru Sadiya.
56	99	541	19,308	20,004	23·0	23·0	21·0	15·0	15·0	5	5	15	3,02	3,27	
35	*351*	..	*69,865*	*70,251*	*33·0*	*26·5*	..	*16·5*	*16·5*	*4*	*21*	..	*13,64*	*13,89*	Gaekwar's Baroda State.
28	338	..	66,450	66,816	35·2	25·6	..	16·2	16·3	3	21	..	12,97	13,21	
18	*377*	..	*38,549*	*38,944*	*33·7*	*19·6*	..	*13·4*	*13·4*	*2*	*18*	..	*9,76*	*9,96*	
14	421	..	39,891	40,326	30·7	19·0	..	13·3	13·3	2	20	..	10,11	10,33	
59	*935*	..	*51,204*	*52,198*	*46·7*	*38·3*	..	*23·6*	*23·8*	*6*	*43*	..	*9,28*	*9,77*	Gondal.
46	971	..	58,788	59,805	43·8	38·6	..	23·9	†24·1	4	45	..	10,62	11,11	
‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	Jaipur State.
74	316	..	38,234	38,624	61·9	53·6	..	34·8	34·9	8	19	..	6,58	6,85	
75	*581*	..	*25,627*	*26,283*	*62·4*	*55·4*	..	*35·9*	*36·2*	*8*	*31*	..	*5,73*	*6,12*	Jamnagar Dwarka.
71	534	..	23,953	24,558	63·3	55·4	..	36·0	36·4	7	29	..	5,55	5,91	
35	*623*	..	*43,778*	*44,436*	*32·7*	*30·4*	..	*19·6*	*19·7*	*3*	*27*	..	*7,92*	*8,22*	Junagad State.
18	596	..	46,904	47,518	35·9	30·1	..	19·4	19·5	2	26	..	8,50	8,78	
158	*1,529*	..	*44,219*	*45,906*	*68·2*	*60·3*	..	*37·0*	*37·5*	*15*	*74*	..	*7,94*	*8,83*	Morvi.
121	1,381	..	42,354	43,856	67·0	59·9	..	37·2	37·7	12	66	..	7,67	8,45	
129	*2,066*	*361*	*79,069*	*81,625*	*75·9*	*59·9*	*58·2*	*24·2*	*24·6*	*13*	*69*	*10*	*13,90*	*14,82*	Mysore.
113	2,089	..	83,997	86,199	66·5	54·7	..	24·4	24·7	13	75	..	14,39	15,27	
..	*22*	..	*14,789*	*14,811*	..	*20·0*	..	*17·7*	*17·7*	..	*1*	..	*1,90*	*1,91*	
..	23	..	14,842	14,865	..	23·0	..	18·0	18·0	..	1	..	1,91	1,92	
..	*5*	..	*570*	*575*	..	*16·7*	..	*16·1*	*16·2*	..	..	..	*11*	*11*	
..	4	..	499	503	..	13·3	..	16·7	16·7	..	..	..	9	9	
5	*100*	*190*	*21,265*	*21,560*	*29·2*	*26·8*	*21·5*	*22·5*	*22·5*	..	*5*	*8*	*4,43*	*4,56*	Shahdara (Delhi) Saharanpur Light.
6	103	237	21,275	21,621	29·3	27·0	23·3	21·8	21·9	1	5	8	4,43	4,57	
844	*9,266*	*2,245*	*637,105*	*649,460*	*49·1*	*43·9*	*29·3*	*22·9*	*23·1*	*93*	*4,39*	*66*	*1,22,51*	*1,28,49*	Total Class II Rys.
855	9,314	1,945	675,676	687,790	50·6	42·8	28·2	23·3	23·5	97	4,57	56	1,28,15	1,34,25	
															Class III Rys.
1	*6*	*42*	*2,066*	*2,115*	*10·0*	*15·0*	*13·1*	*11·4*	*11·4*	..	..	*2*	*65*	*67*	Ahmadpur Katwa.
..	7	43	1,936	1,986	..	11·7	13·9	11·3	11·4	..	1	2	60	63	
17	..	*172*	*9,001*	*9,190*	*36·0*	..	*31·4*	*21·3*	*21·4*	*1*	..	*7*	*2,11*	*2,19*	Arrah-Sasaram Light.
15	..	221	11,237	11,473	36·9	..	35·6	28·0	28·2	1	..	7	2,05	2,13	
1	*13*	*30*	*2,289*	*2,333*	*10·0*	*26·0*	*18·3*	*15·8*	*15·8*	..	*1*	*1*	*72*	*74*	Bankura-Damodar River.
1	9	37	2,147	2,194	10·0	30·0	20·6	16·5	16·6	..	1	1	67	69	
110	..	*797*	*18,524*	*19,431*	*27·0*	..	*15·9*	*14·8*	*14·9*	*4*	..	*21*	*3,40*	*3,65*	Baraset-Basirhat Light.
102	..	750	14,314	15,166	24·7	..	15·1	14·2	14·3	4	..	20	2,58	2,82	
..	*6*	*44*	*2,102*	*2,152*	*7·97*	*5·64*	*5·76*	*6·50*	*6·48*	..	..	*2*	*53*	*55*	Bengal Provincial.
1	6	41	2,054	2,102	6·40	5·51	5·59	6·32	6·32	..	..	1	52	53	

† See similar remarks on previous page.
‡ Included under B. B. & C. I. Ry.

36.—*Statement of Passenger and Goods Revenue Statistics and Earnings of Class II and III Railways for the years 1935-36 and 1936-37*—contd.

Railways.	Gauge.	Year.	Average rate (in pies) charged per passenger per mile.					Tons of goods carried (in thousands).			Net ton miles (In thousands).	* Average miles a ton of goods was carried.	Earnings from tons carried (in thousands). (Excluding refunds).	Average rate charged for carrying a ton of goods one mile. (In pies.)
			1st.	2nd.	Inter.	3rd.	Total.	Originating on home line (whether local or foreign).	* Other traffic.	* Total.				
31	32	33	34	35	36	37	38	39	40	41	42	43	44	45
Class II Railways.													Rs.	
Bacsi Light	2′ 6″	*1935-36*	..	*10·0*	..	*3·67*	*3·70*	*125*	*61*	*186*	*10,165*	*54·6*	*9,71*	*13·3*
		1936-37	..	10·0	..	3·64	3·66	91	57	148	8,160	55·1	7,79	13·3
Bengal Dooars	3′ 3¼″	*1935-36*	*24·5*	*12·1*	*5·33*	*3·00*	*3·10*	*160*	*92*	*252*	*14,562*	*57·8*	*14,29*	*13·8*
		1936-37	24·2	11·9	5·33	3·00	3·10	106	88	194	14,619	75·4	13,03	17·1
Bhavnagar State	3′ 3¼″	*1935-36*	*17·8*	*8·52*	..	*3·41*	*3·51*	*411*	*145*	*556*	*32,728*	*58·9*	*16,39*	*9·62*
		1936-37	17·5	8·56	..	3·41	3·51	381	174	555	26,460	47·7	15,93	11·6
Bikaner State	3′ 3¼″	*1935-36*	*24·0*	*12·0*	*5·50*	*3·98*	*4·06*	*286*	*145*	*431*	*48,200*	*111·9*	*19,66*	*7·85*
		1936-37	24·0	12·0	5·50	4·00	4·08	281	154	435	49,002	112·5	19,33	7·60
Darjeeling-Himalayan	2′ 0″	*1935-36*	*31·4*	*18·2*	..	*5·02*	*5·81*	*139*	*29*	*168*	*4,895*	*29·1*	*12,73*	*50·0*
		1936-37	31·9	19·0	..	5·00	5·91	127	42	169	4,803	28·4	12,49	50·1
Dibru Sadiya	3′ 3¼″	*1935-36*	*18·0*	*9·00*	*5·50*	*4·00*	*4·00*	*575*	*55·*	*630*	*15,175*	*24·0*	*15,51*	*20·0*
		1936-37	18·0	9·00	5·50	3·00	3·00	335	59	394	12,866	33·0	14,60	22·0
Gaekwar's Baroda State	3′ 3¼″	*1935-36*	*23·3*	*11·7*	..	*3·75*	*3·80*	*115*	*254*	*369*	*12,056*	*32·7*	*7,90*	*12 6*
		1936-37	23·6	11·7	..	3·75	3·79	86	269	355	11,163	31·4	7,42	12 8
	2′ 6″	*1935-36*	*24·0*	*9·00*	..	*4·86*	*4·91*	*256*	*110*	*366*	*11,198*	*30·6*	*10,32*	*17·7*
		1936-37	24·0	9·00	..	4·87	4·92	283	111	394	12,005	30.4	11,55	18 5
Gondal	3′ 3¼″	*1935-36*	*17·8*	*8·92*	..	*3·48*	*3·59*	*106*	*246*	*352*	*12,976*	*36·8*	*9,40*	*13·9*
		1936-37	17·8	9·00	..	3·47	3·57	†2,56	†262	518	†16,994	†36·3	11,82	†12·9
Jaipur State	3′ 3¼″	*1935-36*	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡
		1936-37	20·1	11·5	..	3·31	3·41	24	141	165	11,378	68·9	4,95	8·35
Jamnagar Dwarka	3′ 3¼″	*1935-36*	*19·7*	*10·3*	..	*4·29*	*4·47*	*346*	*51*	*397*	*15,304*	*38·5*	*7,27*	*9·12*
		1936-37	19·8	10·3	..	4·45	4·62	292	42	334	12,042	36·0	5,95	9·49
Junagad State	3′ 3¼″	*1935-36*	*17·2*	*8·38*	..	*3·47*	*3·55*	*243*	*39*	*282*	*11,910*	*42·2*	*7,31*	*11·8*
		1936-37	17·5	8·43	..	3·48	3·55	243	38	281	11,593	41·2	8,16	13·5
Morvi	3′ 3¼″	*1935-36*	*18·6*	*9·33*	..	*3·45*	*3·70*	*180*	*119*	*299*	*14,704*	*49·2*	*8,20*	*10·7*
		1936-37	19·1	9·18	..	3·48	3·70	204	110	314	14,912	47·4	8,03	10·3
Mysore	3′ 3¼″	*1935-36*	*19·4*	*6·41*	*5·32*	*3·38*	*3·49*	*247*	*111*	*358*	*20,228*	*56·5*	*12,43*	*11·8*
		1936-37	22·1	6·89	..	3·29	3·40	309	109	418	22,363	53·5	12,72	10·9
	2′ 6″	*1935-36*	..	*8·73*	..	*2·48*	*2·49*	*28*	*8*	*36*	*1,548*	*43·0*	*1,19*	*14·8*
		1936-37	..	8·35	..	2·47	2·48	31	4	35	1,384	39·5	90	12·5
	2′ 0″	*1935-36*	..	..	..	*3·37*	*3 34*	*8*	..	*8*	*236*	*29·5*	*39*	*31·7*
		1936-37	..	..	..	3·46	3·44	8	1	9	242	26·9	29	23·0
Shahdara (Delhi) Saharanpur Light.	2′ 6″	*1935-36*	*14·0*	*9·00*	*7·50*	*4·00*	*4·05*	*108*	*41*	*149*	*4,872*	*32·6*	*4,28*	*16·9*
		1936-37	14·0	8·99	6·50	3·99	4·05	145	35	180	5,586	31·1	5,01	17·4
Total Class II Railways	..	*1935-36*	*21·2*	*9·10*	*5·64*	*3·69*	*3·80*	*3,333*	*1,506*	*4,839*	*230,757*	*47·7*	*1,56,98*	*13·1*
		1936-37	21·8	9·42	5·53	3·64	3·75	3,202	1,696	4,898	235,572	48·1	1,59,97	13·0
Class III Railways.														
Ahmadpur Katwa	2′ 6″	*1935-36*	..	..	*9·14*	*6.04*	*6·09*	*5*	*6*	*11*	*226*	*20·5*	*15*	*12·7*
		1936-37	..	27·4	8·93	5·95	6·09	8	5	13	273	21·0	18	12·7
Arrah-Sasaram Light	2′ 6″	*1935-36*	*15·0*	..	*7·50*	*4·50*	*4·57*	*76*	*9*	*85*	*2,384*	*27·9*	*1,29*	*10·3*
		1936-37	15·0	..	6·00	3·50	3·56	47	9	56	1,819	32·4	1,05	11·1
Bankura-Damodar River	2′ 6″	*1935-36*	..	*14·8*	*6·40*	*6 04*	*6·09*	*10*	*5*	*15*	*630*	*42·0*	*32*	*9·75*
		1936-37	..	21·3	5·19	5 99	6·04	14	4	18	766	42·6	40	10·0
Baraset-Basirhat Light	2′ 6″	*1935-36*	*7·81*	..	*5·08*	*3·52*	*3·60*	*46*	*7*	*53*	*1,528*	*28·9*	*1,36*	*17·1*
		1936-37	7·73	..	5·07	3·46	3·57	36	5	41	1,428	35·1	1,15	15·5
Bengal Provincial	2′ 6″	*1935-36*	*20·6*	*11·9*	*6·12*	*4·87*	*4·92*	*10*	*4*	*14*	*110*	*8·05*	*13*	*22·3*
		1936-37	23·0	11·5	5·92	4·83	4·88	23	5	28	252	9·14	23	17·2

*Columns 40, 41 and 43.—For the purpose of these figures consignments passing over two or more railways or two or more gauges on the same railway are considered as two or more separate consignments.

† See similar remarks on page 216.

‡ Included under B. B. & C. I. Railway.

36.—*Statement of Passenger and Goods Revenue Statistics and Earnings of Class II and III Railways for the years 1935-36 and 1936-37*—contd.

Railway.	Gauge.	Year.	Passengers originating on home line whether local or foreign (in hundreds).					‡ Other traffic.	Passengers carried (in hundreds).				
			1st.	2nd.	Inter.	3rd.	Total.		‡ 1st.	‡ 2nd	‡ Inter.	‡ 3rd.	‡ Total. (Cols. 8 +9.)
1	2	3	4	5	6	7	8	9	10	11	12	13	14
Class III—*contd.*													
Bukhtiarpur Bihar Light .	2′ 6″	*1935-36*	*1*	*1,2*	*10,3*	*435,1*	*446,7*	*44,3*	*1*	*1,4*	*12,9*	*477,1*	*491,5*
		1936-37	1	1,5	10,2	546,6	558,4	58,4	1	1,7	12,6	602,4	616,8
Burdwan-Katwa . . .	2′ 6″	*1935-36*	..	*4*	*3,3*	*204,1*	*207,8*	*9,6*	..	*5*	*3,5*	*213,4*	*217,4*
		1936-37	..	4	3,1	193,0	196,5	8,5	..	5	3,4	201,1	205,0
Cutch State	2′ 6″	*1935-36*	..	*3,3*	..	*200,8*	*204,1*	..	..	*3,3*	..	*200,8*	*204,1*
		1936-37	..	3,6	..	216,5	220,1	..	..	3,6	..	216,5	220,1
Dehri Rohtas Light . .	2′ 6″	*1935-36*	*1*	..	*3*	*90,9*	*91,3*	..	*1*	..	*3*	*90,9*	*91,3*
		1936-37	2	..	3	73,8	74,3	..	2	..	3	73,8	74,3
Dholpur State	2′ 6″	*1935-36*	..	*2*	..	*130,8*	*131,0*	*1*	..	*2*	..	*130,9*	*131,1*
		1936-37	..	1	..	109,2	109,3	4	..	1	..	109,6	109,7
Futwah-Islampur . . .	2′ 6″	*1935-36*	*2*	..	*5,3*	*207,5*	*213,0*	*18,0*	*2*	..	*6,5*	*224,3*	*231,0*
		1936-37	3	..	3,8	159,4	163,5	12,1	3	..	5,7	169,6	175,6
Gwalior Light	2′ 6″	*1935-36*	..	*1,6*	..	*489,4*	*491,0*	*2,6*	..	*1,6*	..	*492,0*	*493,6*
		1936-37	..	1,6	..	474,6	476,2	1,9	..	1,6	..	476,5	478,1
Howrah Amta Light . .	2′ 0″	*1935-36*	*3,5*	..	*62,0*	*2,443,0*	*2,508,5*	*1*	*3,5*	..	*62,0*	*2,443,1*	*2,508,6*
		1936-37	3,4	..	63,1	2,302,8	2,369,3	..	3,4	..	63,1	2,302,8	2,369,3
Howrah-Sheakhala Light .	2′ 0″	*1935-36*	*4*	..	*10,3*	*643,2*	*653,9*	..	*4*	..	*10,3*	*643,2*	*653,9*
		1936-37	6	..	9,6	713,6	723,8	..	6	..	9,6	713,6	723,8
Jagadhri Light. . . .	2′ 0″	*1935-36*	..	..	*1*	*70,4*	*70,5*	..	..	..	*1*	*70,4*	*70,5*
		1936-37	..	..	2	79,7	79,9	..	..	..	2	79,7	79,9
Jessore-Jhenidah . . .	2′ 6″	*1935-36*	†	†	†	†	†	†	†	†	†	†	†
		1936-37	*	*	*	*	*	*	*	*	*	*	*
Jorhat (Provincial) . .	2′ 0″	*1935-36*	†	†	†	†	†	†	†	†	†	†	†
		1936-37	†	†	†	†	†	†	†	†	†	†	†
Kalighat-Falta. . . .	2′ 6″	*1935-36*	..	*1*	*4,3*	*665,6*	*670,0*	..	..	*1*	*4,3*	*665,6*	*670,0*
		1936-37	..	1	3,7	792,9	796,7	..	..	1	3,7	792,9	796,7
Kulasekarapatnam Light .	2′ 0″	*1935-36*	..	..	..	*151,1*	*151,1*	..	..	..	..	*151,1*	*151,1*
		1936-37	..	..	..	161,8	161,8	..	..	..	..	161,8	161,8
Matheran Light . . .	2′ 0″	*1935-36*	*6*	*2,9*	..	*6,7*	*10,2*	*14,2*	*1,6*	*8,6*	..	*14,2*	*24,4*
		1936 37	5	2,9	..	6,8	10,2	15,8	1,6	9,6	..	14,8	26,0
Porbandar State . . .	3′ 3⅜″	*1935-36*	*2*	*2,1*	..	*321,8*	*327,1*	*61,7*	*3*	*3,3*	..	*385,2*	*388,8*
		1936-37	§	§	§	§	§	§	§	§	§	§	§
Tezpur-Balipara . . .	2′ 6″	*1935-36*	*3*	..	*1,6*	*247,9*	*249,8*	..	*3*	..	*1,6*	*247,9*	*249,8*
		1936-37	3	..	1,9	243,3	245,5	..	3	..	1,9	243,3	245,5
Trivellore Light . . .	2′ 0″	*1935-36*	..	..	..	*33,0*	*33,0*	..	..	..	..	*33,0*	*33,0*
		1936-37	..	..	..	19,6	19,6	..	..	..	..	19,6	19,6
Udaipur-Chittorgarh . .	3′ 3⅜″	*1935-36*	*6*	*3,0*	*2,6*	*559,0*	*565,2*	*69,8*	*1,5*	*5,0*	*2,6*	*625,9*	*635,0*
		1936-37	5	2,9	2,7	694,6	700,7	95,6	1,2	4,8	3,1	787,2	796,3
Total Class III Railways .	..	*1935-36*	*10,6*	*16,4*	*165,6*	*9,155,0*	*9,347,6*	*288,4*	*12,6*	*26,0*	*172,1*	*9,425,3*	*9,636,0*
		1936-37	10,6	14,6	164,2	8,749,0	8,938,4	268,2	12,4	23,9	171,8	8,998,5	9,203,8

* Closed to all kinds of traffic from 1st May 1936.

† Not available.

‡ Columns 9 to 14.—For the purpose of these figures passengers travelling over two or more railways or two or more gauges on the same railway are considered as having made two or more separate journeys.

§ Included under Gondal Railway.

36.—*Statement of Passenger and Goods Revenue Statistics and Earnings of*

Railway.	Gauge.	Year.	Passenger miles (in thousands). 1st.	2nd.	Inter.	3rd.	Total.	Average number of miles a passenger was carried. * 1st.	* 2nd.	* Inter.	* 3rd.	* Total.
15	16	17	18	19	20	21	22	23	24	25	26	27
Class III—*concld.*												
Bukhtiarpur-Bihar Light	2′ 6″	*1935-36*	*2*	*30*	*248*	*7,649*	*7,929*	*24·6*	*21·0*	*19·2*	*16·0*	*16·1*
		1936 37	3	36	252	9,775	10,066	23·7	21·4	20·1	14·6	16·3
Burdwan-Katwa	2′ 6″	*1935-36*	..	*9*	*71*	*2,774*	*2,854*	..	*18·0*	*20·3*	*13·0*	*13·1*
		1936-37	..	10	69	2,620	2,699	..	20·0	20·3	13·0	13·2
Cutch State	2′ 6″	*1935-36*	..	*107*	..	*5,602*	*5,709*	..	*31·8*	..	*27·9*	*28·0*
		1936-37	..	107	..	5,145	5,252	..	29·9	..	23·8	23·9
Dehri Rohtas Light	2′ 6″	*1935-36*	*3*	..	*5*	*1,155*	*1,163*	*19·0*	..	*16·0*	*13·0*	*13·0*
		1936-37	3	..	6	923	932	18·0	..	16·0	13·0	13·0
Dholpur State	2′ 6″	*1935-36*	..	*4*	..	*2,676*	*2,680*	..	*28·9*	..	*20·4*	*20·4*
		1936-37	..	4	..	2,091	2,095	..	28·9	..	19·1	19·1
Futwah-Islampur	2′ 6″	*1935-36*	*4*	..	*86*	*3,223*	*3,313*	*18·1*	..	*13·2*	*14·3*	*14·3*
		1936-37	4	..	64	2,446	2,514	15·3	..	11·2	14·4	14·3
Gwalior Light	2′ 6″	*1935-36*	..	*66*	..	*12,976*	*13,042*	*††14·0*	*††40·0*	..	*26·0*	*26·0*
		1936-37	..	59	..	12,182	12,241	33·0	39·0	..	25·0	25·0
Howrah Amta Light	2′ 0″	*1935-36*	*76*	..	*596*	*31,143*	*31,815*	*21·7*	..	*9·60*	*12·7*	*12·6*
		1936-37	74	..	625	29,081	29,780	21·6	..	9·89	12·6	12·6
Howrah-Sheakhala Light	2′ 0″	*1935-36*	*6*	..	*67*	*5,443*	*5,516*	*14·2*	..	*6·51*	*8·56*	*8·43*
		1936-37	8	..	59	5,834	5,901	12·9	..	6·18	8·17	8·15
Jagadhri Light	2′ 0″	*1935-36*	..	..	..	*††233*	*††233*	*3·31*	..	*3·31*	*3·31*	*3·31*
		1936-37	..	..	..	264	264	3·31	..	3·31	3·31	3·31
Jessore-Jhenidah	2′ 6″	*1935-36*	†	†	†	†	†	†	†	†	†	†
		1936-37	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡
Jorhat (Provincial)	2′ 0″	*1935-36*	†	†	†	†	†	†	†	†	†	†
		1936-37	†	†	†	†	†	†	†	†	†	†
Kalighat-Falta	2′ 6″	*1935-36*	..	*2*	*18*	*6,377*	*6,397*	..	*20·0*	*4·19*	*9·58*	*9·55*
		1936-37	..	2	15	6,739	6,756	..	20·0	4·05	8·50	8·48
Kulasekarapatnam Light	2′ 0″	*1935-36*	..	..	..	*1,519*	*1,519*	..	..	..	*10·1*	*10·1*
		1936-37	..	..	..	1,587	1,587	..	..	..	9·81	9·81
Matheran Light	2′ 0″	*1935-36*	*20*	*108*	..	*179*	*307*	*12·6*	*12·6*	..	*12·6*	*12·6*
		1936-37	20	121	..	186	327	12·6	12·6	..	12·6	12·6
Porbandar State	3′ 3½″	*1935-36*	*8*	*106*	..	*6,675*	*6,789*	*29·4*	*31·6*	..	*17·3*	*17·5*
		1936-37	§	§	§	§	§	§	§	§	§	§
Tezpore-Balipara	2′ 6″	*1935-36*	*5*	..	*23*	*2,338*	*2,366*	*(15·1*	..	*14·6*	*9·43*	*9·47*
		1936 37	4	..	27	2,287	2,318	12·8	..	14·4	9·30	9·44
Trivellore Light	2′ 0″	*1935-36*	..	..	..	*78*	*78*	..	..	..	*2·37*	*2·37*
		1936-37	..	..	..	47	47	..	..	..	2·37	2·37
Udaipur-Chitorgarh	3′ 3¾″	*1935-36*	*94*	*306*	*145*	*24,119*	*24,664*	*64·0*	*61·1*	*55·4*	*38·5*	*38·8*
		1936 37	79	303	176	29,934	30,492	65·9	62·6	57·1	38·0	38·3
Total Class III Railways	..	*1935-36*	*347*	*763*	*2,344*	*††148,141*	*††151,595*	*27·5*	*29·3*	*13·6*	*††15·7*	*††15·7*
		1936-37	314	664	2,385	142,829	146,192	25·3	27·8	13·9	15·9	15·9

* Columns 23 to 27, 39, 40 and 42.—For the purpose of these figures passengers travelling or consignments passing over two or more railways or two or more gauges on the same railway are considered as having made two or more separate journeys or as two or more separate consignments.

† Not available.

†† Revised figures.

§ Included under Gondal Railway.

‡ Closed to all kinds of traffic from 1st May 1936.

Class II and III Railways for the years 1935-36 and 1936-37—concld.

Earnings from passengers carried (excluding refunds) (in thousands).					Average rate (in pies) charged per passenger per mile.					Tons of goods carried (in thousands).			Net ton miles (in thousands).	*Average miles a ton of goods was carried.	Earnings from tons carried excluding refunds (in thousands).	Average rate charged for carrying a ton of goods one mile (in pies).	Railway.
1st.	2nd.	Inter.	3rd.	Total.	1st.	2nd.	Inter.	3rd.	Total.	Originating on home line (whether local or foreign).	*Other traffic.	*Total.					
28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45
Rs.	Rs.	Rs.	Rs.	Rs.											Rs.		Class III—concld.
..	*2*	*8*	*1,39*	*1,49*	*15·1*	*9·00*	*6·00*	*3·49*	*3·60*	*43*	*20*	*63*	*1,231*	*19·6*	*96*	*14·9*	Bukhtiarpur Bihar Light.
..	2	8	1,78	1,88	14·5	9·01	5·99	3·50	3·58	33	18	51	983	19·4	81	16·5	
..	..	*3*	*87*	*90*	..	..	*8·11*	*6·02*	*6·05*	*6*	*7*	*13*	*285*	*21·9*	*16*	*10·8*	Burdwan Katwa.
..	1	2	82	85	..	19·2	5·57	6·01	6·05	9	8	17	382	22·5	19	9·55	
..	*5*	..	*1,13*	*1,18*	..	*8·72*	..	*3·88*	*3·98*	*39*	..	*39*	*848*	*21·5*	*69*	*15·6*	Cutch-State.
..	5	..	1,19	1,24	..	9·01	..	4·45	4·55	43	..	43	948	22·2	77	15·6	
..	..	..	*23*	*23*	*20·0*	..	*7·00*	*3·75*	*3·80*	*110*	*5*	*115*	†	†	*1,55*	†	Debri Rohtas Light.
1	..	..	18	19	20·0	..	7·00	3·75	3·82	89	5	94	†	†	1,37	†	
..	..	..	*56*	*56*	..	*15·0*	..	*4·00*	*4·02*	*67*	*4*	*71*	*2,688*	*38·1*	*1,16*	*8·29*	Dholpur State.
..	..	..	44	44	..	15·0	..	4·00	4·02	65	2	67	2,536	37·8	1,10	8·33	
..	..	*3*	*76*	*79*	*20·0*	..	*7·50*	*4·50*	*4·60*	*11*	*8*	*19*	*399*	*21·2*	*25*	*12·1*	Futwah-Islampur.
..	..	3	57	60	20·0	..	7·50	4·49	4·60	10	7	17	204	17·1	23	15·2	
..	*5*	..	*3,23*	*3,28*	*§29·0*	*12·0*	..	*§4·79*	*§4·79*	*162*	*29*	*191*	*8,076*	*§42·0*	*3,33*	*§9·00*	Gwalior Light.
..	4	..	3,18	3,22	30·0	12·0	..	5·00	5·00	215	29	244	10,819	44·0	5,73	10·0	
4	..	*16*	*6,69*	*6,89*	*9·00*	..	*5·06*	*4·12*	*4·15*	*51*	*11*	*62*	*1,681*	*27·2*	*1,55*	*17·7*	Howrah Amta Light
3	..	16	6,26	6,45	8·90	..	4·87	4·13	4·15	43	12	55	1,362	24·9	1,56	22·0	
..	..	*2*	*1,01*	*1,03*	*9·02*	..	*4·99*	*3·56*	*3·58*	*9*	*2*	*11*	*164*	*14·2*	*23*	*27·0*	Howrah-Sheakhala Light.
..	..	2	1,05	1,07	8·99	..	5·00	3·46	3·48	12	2	14	188	13·4	27	27·4	
..	..	..	*4*	*4*	*§20·6*	..	*§7·35*	*§3·64*	*§3·65*	*6*	..	*6*	*21*	*3·31*	*8*	*68·0*	Jagadhri Light.
..	..	..	5	5	21·7	..	7·15	3·62	3·64	7	..	7	25	3·31	8	63·3	
†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	Jessore-Jhenidah
‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	
†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	Jorhat (Provincial).
†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	
..	..	*1*	*1,03*	*1,04*	..	..	*10·7*	*3·10*	*3·12*	*28*	*5*	*33*	*660*	*20·0*	*35*	*10·2*	Kalighat-Falta.
..	..	1	1,10	1,11	..	..	12·8	3·13	3·15	32	6	38	791	20·8	41	9·95	
..	..	..	*44*	*44*	..	..	..	*5·52*	*5·52*	*13*	..	*13*	*120*	*9·13*	*26*	*41·7*	Kulasekarapatnam Light.
..	..	..	43	43	..	..	..	5·19	5·19	13	..	13	110	8·22	21	36·8	
8	*27*	..	*26*	*61*	*76·8*	*48·0*	..	*27·9*	*38·0*	*1*	*1*	*2*	*17*	*12·6*	*10*	*115·7*	Matheran Light.
7	30	..	28	65	67·0	47·0	..	28·0	38·0	1	1	2	18	12·6	11	120·0	
1	*5*	..	*1,21*	*1,27*	*18·0*	*8·96*	..	*3·49*	*3·59*	*112*	*7*	*119*	*2,152*	*18·1*	*1,30*	*11·6*	Porbandar State.
*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
..	..	*1*	*55*	*56*	*20·0*	..	*7·00*	*4·50*	*4·55*	*16*	..	*16*	*810*	*49·7*	*75*	*17·8*	Tezpore-Balipara.
..	..	1	54	55	20·0	..	7·00	4·50	4·55	21	..	21	1,030	49·7	80	14·9	
..	..	..	*2*	*2*	..	..	..	*6·00*	*6·00*	††	††	††	††	††	††	††	Trivellore Light.
..	..	..	1	1	..	..	..	6·00	6·00	††	††	††	††	††	††	††	
11	*19*	*4*	*3,76*	*4,10*	*23·0*	*11·8*	*4·53*	*2·99*	*3·19*	*41*	*24*	*65*	*3,318*	*50·9*	*2,06*	*11·9*	Udaipur-Chitorgarh.
10	18	4	4,66	4,98	23·4	11·8	4·47	2·99	3·14	39	33	72	3,861	53·9	2,56	12·7	
29	*64*	*71*	*30,59*	*32,23*	*16·0*	*16·1*	*5·82*	*§3·96*	*§4.08*	*862*	*154*	*1,016*	*27,348*	*26·9*	*18,53*	*13·0*	Total Class III Rys.
26	62	68	28,96	30,52	15·9	17·9	5·48	3·89	4·01	760	151	911	27,795	30·5	19,21	13·3	

‡ Closed to all kinds of traffic from 1st May 1936.
† Not available.
* Included under Gon'al Railway.
§ Revised figures.
†† Owing to remodelling of stations goods traffic was closed, but transhipment was done by bullock carts.

37.—Statistics of engine miles and Coal consumption of Class II

Railway.	Gauge.	Year.	Train miles (in thousands).				Shunting and other Engine miles (in thousands).			Total engine miles (in thousands) Cols. 7 & 10.	Rail motor Car miles.	Steam Coach miles.	Tons of coal consumed on Locomotives.				
			† Passenger.	† Mixed.	† Goods.	Total (including departmental).	† Shunting.	* Miscellaneous.	§ Total.				Foreign Coal.	Indian Coal.	Wood.	Oil fuel.	(a) Total (in terms of Coal).
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
Class II.																	
Barsi Light.	2′ 6″	*1935-36*	*130*	*238*	*5*	*376*	*60*	*8*	*68*	*444*	*Nil*	*88*	*Nil*	*¶ 10,280*	*Nil*	*Nil*	*¶ 10,280*
		1936-37	148	212	3	365	53	7	60	425	,,	89	,,	9,972	,,	,,	9,972
Bengal Dooars.	3′ 3⅜″	*1935-36*	*1*	*288*	*15*	*323*	*30*	*14*	*44*	*367*	,,	*Nil*	,,	*7,156*	,,	,,	*7,156*
		1936-37	1	288	10	305	32	16	48	353	,,	,,	,,	7,106	,,	,,	7,106
Bhavnagar State.	3′ 3⅜″	*1935-36*	*323*	*269*	*118*	*722*	*198*	*16*	*214*	*936*	*7*	*9*	*1,500*	*21,640*	*109*	,,	*23,134*
		1936-37	331	282	97	719	193	18	211	930	13	12	*Nil*	22,052	110	,,	22,096
Bikaner State.	3′ 3⅜″	*1935-36*	*7*	*877*	*44*	*929*	*82*	*21*	*103*	*1,032*	*Nil*	*Nil*	,,	*20,653*	*45*	,,	*20,671*
		1936-37	9	917	19	951	83	29	112	1,063	,,	,,	,,	21,592	38	,,	21,607
Darjeeling Himalayan.	2′ 0″	*1935-36*	*37*	*256*	*220*	*513*	*35*	*30*	*65*	*578*	,,	,,	,,	*11,387*	*Nil*	,,	*11,387*
		1936-37	37	266	219	522	33	25	58	580	,,	,,	,,	11,732	,,	,,	11,732
Dibru-Sadiya	3′ 3⅜″	*1935-36*	*Nil*	*337*	*79*	*416*	*160*	*3*	*163*	*579*	,,	,,	,,	*12,923*	,,	,,	*12,923*
		1936-37	,,	353	73	426	167	1	168	594	,,	,,	,,	12,791	,,	,,	12,791
Gaekwar's Baroda State.	3′ 3⅜″	*1935-36*	*113*	*382*	*20*	*522*	*100*	*17*	*117*	*639*	,,	,,	,,	*14,219*	*47*	,,	*14,238*
		1936-37	113	382	18	516	96	16	112	628	,,	,,	,,	13,813	54	,,	13,835
	2′ 6″	*1935-36*	*17*	*428*	*7*	*456*	*90*	*3*	*93*	*549*	*8*	*††87*	,,	*7,556*	*49*	*(c) ‡‡72*	*7,576*
		1936-37	37	428	5	475	95	3	98	573	*Nil*	*††75*	,,	8,413	57	*(c) ‡‡59*	8,436
Gondal	3′ 3⅜″	*1935-36*	*93*	*322*	*5*	*423*	*130*	*18*	*148*	*571*	,,	*Nil*	,,	*12,822*	*37*	*Nil*	*12,837*
		1936-37	80	376	9	480	140	11	151	631	,,	,,	,,	14,001	40	,,	14,017
Jaipur State.	3′ 3⅜″	*1935-36*				*Included*	*in the*	*figures*	*of B.*	*B. and*	*C. I.*	*(Class*	*I) Rail*	*way.*			
		1936-37	198	78	83	360	43	8	51	411	*Nil*	*Nil*	*Nil*	7,425	55	*Nil*	7,447
Jamnagar Dwarka.	3′ 3⅜″	*1935-36*	*39*	*163*	*24*	*228*	*78*	*18*	*96*	*324*	*46*	,,	,,	*7,882*	*86*	,,	*7,916*
		1936-37	40	164	17	223	73	16	89	312	39	,,	,,	7,144	67	,,	7,171
Junagad State.	3′ 3⅜″	*1935-36*	*130*	*281*	*27*	*442*	*40*	*2*	*42*	*484*	*33*	,,	,,	*10,637*	*50*	,,	*10,657*
		1936-37	138	291	15	452	43	1	44	496	37	,,	,,	9,133	51	,,	9,153
Morvi	3′ 3⅜″	*1935-36*	*128*	*187*	*14*	*374*	*93*	*Nil*	*93*	*467*	*35*	,,	,,	*10,512*	*125*	,,	*10,562*
		1936-37	126	195	12	376	98	,,	98	474	34	,,	,,	9,984	132	,,	10,037
Mysore	3′ 3⅜″	*1935-36*	*596*	*290*	*136*	*1,024*	*197*	*16*	*213*	*1,237*	*3*	,,	,,	*23,615*	*Nil*	,,	*23,615*
		1936-37	586	303	158	1,068	218	21	239	1,307	*Nil*	,,	,,	24,243	,,	,,	24,243
	2′ 6″	*1935-36*	*68*	*144*	*1*	*213*	*16*	*Nil*	*16*	*229*	,,	,,	,,	*3,190*	,,	,,	*3,190*
		1936-37	79	135	1	218	17	,,	17	235	,,	,,	,,	3,387	,,	,,	3,387
	2′ 0″	*1935-36*	*Nil*	*20*	*14*	*34*	*10*	,,	*10*	*44*	,,	,,	,,	*576*	,,	,,	*576*
		1936-37	,,	20	13	33	10	,,	10	43	,,	,,	,,	583	,,	,,	583
Shahdara (Delhi)-Saharanpur Light.	2′ 6″	*1935-36*	,,	*135*	*33*	*170*	*11*	*1*	*12*	*182*	,,	,,	,,	*3,292*	*11*	,,	*3,296*
		1936-37	,,	135	33	171	13	1	14	185	,,	,,	,,	3,420	11	,,	3,424
Total Class II Railways.	..	*1935-36*	*1,682*	*4,617*	*762*	*7,165*	*1,330*	*167*	*1,497*	*8,662*	*132*	*184*	*1,500*	*178,340¶*	*559*	*‡‡72*	*180,064¶*
		1936-37	1,923	4,825	785	7,660	1,407	173	1,580	9,240	123	176	*Nil*	186,791	615	‡‡59	187,037
Class III.																	
Ahmadpur-Katwa.	2′ 6″	*1935-36*	..	*73*	*Nil*	*80*	*16*	*25*	*41*	*121*	*Nil*	*Nil*	*Nil*	*947*	*Nil*	*Nil*	*947*
		1936-37	..	73	,,	82	16	26	42	124	,,	,,	,,	1,033	,,	,,	1,033
Arrah-Sasaram Light	2′ 6″	*1935-36*	Nil	*114*	*20*	*134*	*8*	..	*8*	*142*	,,	,,	,,	*1,570*	,,	,,	*1,570*
		1936-37	,,	119	6	125	6	..	6	131	,,	,,	,,	1,688	,,	,,	1,688
Bankura Damodar River.	2′ 6″	*1935-36*	,,	*110*	*Nil*	*115*	*11*	*45*	*56*	*171*	,,	,,	,,	*1,279*	,,	,,	*1,279*
		1936-37	,,	110	,,	118	11	42	53	171	,,	,,	,,	1,337	,,	,,	1,337

* Include light, assisting required, assisting not required, siding and departmental.
† Excluding Departmental.
†† Includes Internal Combustion miles 1935-36, 84 and 1936-37, 69.
§ Including Departmental.
‡‡ Oil fue is not converted into coal.
(c) Includes Oil Fuel consumed for other than Locomotive purposes 1935-36, ¶ 14 tons and 1936-37, 15 tons.
¶ Revised figures.

and III Railways for the years 1935-36 and 1936-37.

(b) Tons of Coal consumed for other than Locomotive purposes (Departmental).				Total number of tons of coal consumed.					Average cost at pit's mouth or at station of supply (in rupees).				Average cost per ton including all freight both rail and sea from pit's mouth or station of supply to engine shed from where issued to Locomotives (in rupees).				Railway.
Foreign Coal.	Indian Coal.	Wood.	(a) Total (in terms of coal).	Foreign Coal.	Indian Coal.	Wood.	Oil Fuel.	(a) Total (in terms of coal).	Foreign Coal.	Indian Coal.	Wood.	Oil Fuel.	Foreign Coal.	Indian Coal.	Wood.	Oil Fuel.	
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36
									Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Class II.
Nil	¶*182*	*Nil*	¶*182*	*Nil*	*10,462*	*Nil*	*Nil*	*10,462*	*Nil*	*5·09*	*Nil*	*Nil*	*Nil*	*12·5*	*Nil*	*Nil*	Barsi Light
,,	86	,,	86	,,	10,058	,,	,,	10,058	,,	5·09	,,	,,	,,	12·5	,,	,,	
,,	*813*	,,	*813*	,,	*7,969*	,,	,,	*7,969*	,,	*2·56*	,,	,,	,,	*10·4*	,,	,,	Bengal Doors.
,,	875	,,	875	,,	7,981	,,	,,	7,981	,,	2·50	,,	,,	,,	10·2	,,	,,	
,,	*854*	*9*	*857*	*1,500*	*22,494*	*118*	,,	*24,041*	*6·75*	*5·31*	*13·2*	,,	*12·9*	*11·4*	*13·2*	,,	Bhavnager State.
,,	713	8	716	..	22,765	118	,,	22,812	*Nil*	5·84	12·3	,,	*Nil*	11·8	12·3	,,	
,,	*2,209*	*Nil*	*2,209*	*Nil*	*22,862*	*45*	,,	*22,880*	,,	*3·80*	*9·20*	,,	,,	*15·8*	*9·20*	,,	Bikaner State.
,,	2,785	,,	2,785	,,	24,377	38	,,	24,392	,,	3·33	6·81	,,	,,	15·2	6·81	,,	
,,	*2,259*	,,	*2,259*	,,	*13,646*	*Nil*	,,	*13,646*	,,	*3·44*	*Nil*	,,	,,	*10·6*	*Nil*	,,	Darjeeling Himalayan.
,,	2,275	,,	2,275	,,	14,007	,,	,,	14,007	,,	3·33	,,	,,	,,	10·6	,,	,,	
,,	*3,606*	,,	*3,606*	,,	*16,529*	,,	,,	*16,529*	,,	*8·53*	,,	,,	,,	*11·8*	,,	,,	Dibru-Sadiya.
,,	3,407	,,	3,407	,,	16,198	,,	,,	16,198	,,	8·61	,,	,,	,,	11·8	,,	,,	
,,	*375*	,,	*375*	,,	*14,594*	*47*	,,	*14,613*	,,	*3·17*	*6·50*	,,	,,	*16·5*	*7·30*	,,	
,,	414	,,	414	,,	14,227	54	,,	14,249	,,	3·00	6·50	,,	,,	16·2	8·30	,,	Gaekwar's Baroda State.
,,	*202*	*4*	*204*	,,	*7,758*	*53*	‡‡*72*	*7,780*	,,	*3·20*	*6·50*	*59·5*	,,	*16·5*	*6·74*	*80·0*	
,,	238	4	240	,,	8,651	61	‡‡59	8,676	,,	3·00	6·50	58·4	,,	15·9	7·61	75·0	
,,	*321*	*3*	*322*	,,	*13,143*	*40*	*Nil*	*13,159*	,,	*12·5*	*16·2*	*Nil*	,,	*12·7*	*16·2*	*Nil*	Gondal.
,,	746	5	748	,,	14,747	45	,,	14,765	,,	12·3	16·2	,,	,,	12·5	16·2	,,	
				Included	*in the*	*figures*	*of B. B.*	*and C. I. (Class I) Railway.*									
Nil	51	2	52	*Nil*	7,476	57	*Nil*	7,499	*Nil*	2·69	4·50	*Nil*	*Nil*	11·5	4·50	*Nil*	Jaipur State.
,,	*117*	*Nil*	*117*	,,	*7,999*	*86*	,,	*8,033*	,,	*2·75*	*17·4*	,,	,,	*11·7*	*17·4*	,,	Jamnagar Dwarka.
,,	93	,,	93	,,	7,237	67	,,	7,264	,,	2·97	14·4	,,	,,	11·3	14·4	,,	
,,	*533*	*10*	*537*	,,	*11,170*	*60*	,,	*11,194*	,,	*11·3*	*16·3*	,,	,,	*12·1*	*16·3*	,,	Junagad State.
,,	612	9	616	,,	9,745	60	,,	9,769	,,	10·9	10·0	,,	,,	12·4	10·0	,,	
,,	*419*	*10*	*423*	,,	*10,931*	*135*	,,	*10,985*	,,	*5·10*	*4·62*	,,	,,	*12.2*	*4·62*	,,	Morvi.
,,	240	9	243	,,	10,224	141	,,	10,280	,,	5·04	5·70	,,	,,	12·8	5·70	,,	
,,	*1,834*	*Nil*	*1,834*	,,	*25,449*	*Nil*	,,	*25,449*	,,	*4·63*	*Nil*	,,	,,	*15·1*	*Nil*	,,	Mysore.
,,	2,382	,,	2,382	,,	26,625	,,	,,	26,625	,,	4·63	,,	,,	,,	15·1	,,	,,	
,,	..	,,	..	,,	*3,190*	,,	,,	*3,190*	,,	*4·63*	,,	,,	,,	*13·8*	,,	,,	
,,	33	,,	33	,,	3,420	,,	,,	3,420	,,	4·63	,,	,,	,,	13·8	,,	,,	
,,	..	,,	..	,,	*576*	,,	,,	*576*	,,	*4·63*	,,	,,	,,	*16·0*	,,	,,	
,,	1	,,	1	,,	584	,,	,,	584	,,	4·63	,,	,,	,,	16·0	,,	,,	
,,	*61*	..	*61*	,,	*3,353*	*11*	,,	*3,357*	,,	*3·25*	*13·5*	,,	,,	*13·0*	*13·5*	,,	Shahdara (Delhi)
,,	45	..	45	,,	3,465	11	,,	3,469	,,	3·25	13·5	,,	,,	13·1	13·5	,,	Saharanpur Light.
Nil	¶*13,785*	*36*	¶*13,799*	*1,500*	*192,125*	*595*	‡‡*72*	*193,863*									Total Class II Railways.
,,	14,996	37	15,011	*Nil*	201,787	652	‡‡59	202,048									
																	Class III.
Nil	*96*	*Nil*	*96*	*Nil*	*1,043*	*Nil*	*Nil*	*1,043*	*Nil*	*2·44*	*Nil*	*Nil*	*Nil*	*6·04*	*Nil*	*Nil*	Ahmadpur Katwa.
,,	100	,,	100	,,	1,133	,,	,,	1,133	,,	2·12	,,	,,	,,	5·65	,,	,,	
,,	*363*	,,	*363*	,,	*1,933*	,,	,,	*1,933*	,,	*2·25*	,,	,,	,,	*8·19*	,,	,,	Arrah-Sasaram Light
,,	413	,,	413	,,	2,101	,,	,,	2,101	,,	2·31	,,	,,	,,	8·39	,,	,,	
,,	*537*	,,	*537*	,,	*1,816*	,,	,,	*1,816*	,,	*2·44*	,,	,,	,,	*4·63*	,,	,,	Bankura Damodar River.
	583	,,	583	,,	1,920	,,	,,	1,920	,,	2·12	,,	,,	,,	4·55	,,	,,	

(a) 2½ Tons of Wood=1 Ton of Coal, and 0·55 Ton of Oil Fuel=1 Ton of Coal.
(b) For Figures relating to Oil Fuel see remarks against (c) on previous page.
¶ Revised figures.

37.—Statistics of engine miles and Coal consumption of Class II

Railway.	Gauge.	Year.	Train miles (in thousands).				Shunting and other Engine miles (in thousands).			Total engine miles (in thousands). (Cols. 7 + 10.)	Rail motor car miles.	Steam Coach miles.	Internal Combustion miles.
			§ Passenger.	§ Mixed.	§ Goods	Total (including departmental).	§ Shunting.	* Miscellaneous.	** Total.				
1	2	3	4	5	6	7	8	9	10	11	12	13	14
Class III—*contd.*													
Baraset-Basirhat Light.	2′ 6″	*1935-36*	*62*	*169*	*35*	*266*	*9*	..	*9*	*275*	*Nil*	*Nil*	*Nil*
		1936-37	69	165	29	263	12	..	12	275	10	,,	,,
Bengal Provincial.	2′ 6″	*1935-36*	*1*	*96*	*Nil*	*97*	*8*	*2*	*10*	*107*	*Nil*	,,	,,
		1936-37	..	98	,,	98	8	3	11	109	,,	,,	,,
Bukhtiarpur-Bihar Light	2′ 6″	*1935 36*	..	*85*	*1*	*86*	*13*	..	*13*	*99*	,,	,,	,,
		1936-37	5	85	1	91	11	..	11	102	,,	,,	,,
Burdwan-Katwa.	2′ 6″	*1935-36*	*11*	*120*	*Ni*	*137*	*23*	*33*	*56*	*193*	,,	,,	,,
		1936-37	12	121	,,	139	34	29	63	202	,,	,,	,,
Cutch State	2′ 6′	*1935-36*	*1*	*55*	*2*	*65*	*9*	*18*	*27*	*92*	,,	,,	,,
		1936-37	1	55	3	63	9	14	23	86	,,	,,	,,
Dehri-Rohtas Light.	2′ 6″	*1935-36*	*Nil*	*41*	*Nil*	*41*	*9*	*Nil*	*9*	*50*	*10*	,,	,,
		1936-37	,,	51	,,	51	8	,,	8	59	1	,,	,,
Dholpur-State.	2′ 6″	*1935-36*	*1*	*59*	..	*60*	*16*	*1*	*17*	*77*	*1*	,,	,,
		1936-37	1	58	..	59	16	2	18	77	..	,,	,,
Futwah-Islampur.	2′ 6″	*1935-36*	..	*52*	*Nil*	*52*	*3*	..	*3*	*55*	*Nil*	,,	,,
		1936-37	..	46	,,	46	2	..	2	48	,,	,,	,,
Gwalior Light.	2′ 6″	*1935-36*	*4*	*247*	*36*	*288*	*50*	*6*	*55*	*343*	,,	,,	,,
		1936-37	4	242	88	338	54	7	61	399	,,	,,	,,
Howrah Amta Light.	2′ 0″	*1935-36*	*174*	*116*	*24*	*314*	*6*	*1*	*7*	*321*	,,	,,	,,
		1936-37	171	118	22	312	5	1	6	318	,,	,,	,,
Howrah-Sheakhala Light.	2′ 0″	*1935-36*	*37*	*48*	*1*	*86*	*2*	..	*2*	*88*	,,	,,	,,
		1936-37	92	21	3	116	1	..	1	117	,,	,,	,,
Jagadhri Light.	2′ 0″	*1935-36*	*Nil*	*10*	*Nil*	*10*	*1*	*Nil*	*1*	*11*	,,	,,	,,
		1936-37	,,	10	,,	10	1	,,	1	11	,,	,,	,,
Jessore-Jhenidah.	2′ 6″	*1935-36*	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡
		1936-37	‡‡	‡‡	‡‡	‡‡	‡‡	‡‡	‡‡	‡‡	‡‡	‡‡	‡‡
Jorhat (Provincial).	2′ 0″	*1935-36*	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡
		1936-37	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡
Kalighat Falta.	2′ 6″	*1935-36*	*52*	*89*	*Nil*	*141*	*17*	*111*	*128*	*269*	*Nil*	*Nil*	*Nil*
		1936-37	56	89	2	148	18	114	132	280	,,	,,	,,
Kulasekarapatnam Light.	2′ 0″	*1935-36*	..	*64*	..	*64*	*Nil*	*Nil*	*Nil*	*64*	,,	,,	,,
		1936-37	..	75	..	75	,,	,,	,,	75	,,	,,	,,
Matheran Light.	2′ 0″	*1935-36*	..	*10*	*2*	*12*	,,	,,	,,	*12*	*8*	,,	,,
		1936-37	..	11	2	13	,,	,,	,,	13	8	,,	,,
Porbandar State.	3′ 3⅜″	*1935-36*	*Nil*	*82*	*12*	*94*	*16*	,,	*16*	*110*	*Nil*	,,	,,
		1936-37			Included	in Gondal	(Class	II) Railway.					
Tezpore Balipara Light	2′ 6″	*1935-36*	,,	*45*	*Nil*	*45*	*8*	*Nil*	*8*	*53*	,,	,,	,,
		1936-37	,,	45	,,	45	8	,,	8	53	,,	,,	,,
Trivellore Light.	2′ 0″	*1935-36*	*78*	*Nil*	,,	*78*	*Nil*	,,	*Nil*	*78*	,,	,,	,,
		1936-37	47	,,	,,	47	,,	,,	,,	47	,,	,,	,,
Udaipur Chittorgarh	3′ 3⅜″	*1935-36*	*121*	*61*	*30*	*221*	*13*	*4*	*17*	*238*	,,	,,	,,
		1936-37	234	43	50	332	24	10	34	366	,,	,,	,,
Total ClassIII Railways.	..	*1935-36*	*542*	*1,746*	*163*	*2,486*	*238*	*245*	*483*	*2,969*	*19*	*Nil*	*Nil*
		1936-37	692	1,635	206	2.571	244	248	492	3.063	19	..	,,

* Includes light, assisting required, assisting
‡ Information not available.
§ Excluding departmental.
** Including Departmental.
‡‡ Line closed to all kinds of traffic from 1-5-36.

and III Railways for the years 1935-36 and 1936-37—contd.

Tons of coal consumed on Locomotives.					Tons of coal consumed for other than Locomotive purposes (Departmental).					Total number of tons of coal consumed.					Railway.
Foreign Coal.	Indian Coal.	Wood.	Oil Fuel.	(a) Total (in terms of Coal).	Foreign Coal.	Indian Coal.	Wood.	Oil Fuel.	(a) Total (in terms of Coal).	Foreign Coal.	Indian Coal.	Wood.	Oil Fuel.	(a) Total (in terms of Coal).	
15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
															Class III—*contd.*
Nil	*3,428*	*Nil*	*Nil*	*3,428*	*Nil*	*1,216*	*Nil*	*Nil*	*1,216*	*Nil*	*4,644*	*Nil*	*Nil*	*4,644*	Barasct-Basirhat Light.
„	3,430	„	„	3,430	„	1,080	„	„	1,080	„	4,510	„	„	4,510	
„	*1,624*	„	„	*1,624*	„	*127*	„	„	*127*	„	*1,751*	„	„	*1,751*	Bengal Provincial.
„	1,803	„	„	1,803	„	118	„	„	118	„	1,921	„	„	1,921	
„	*1,207*	„	„	*1,207*	„	*315*	„	„	*315*	„	*1,522*	„	„	*1,522*	Bukhtiarpur-Bihar Light.
„	1,416	„	„	1,416	„	323	„	„	323	„	1,739	„	„	1,739	
„	*1,516*	„	„	*1,516*	„	*326*	„	„	*326*	„	*1,842*	„	„	*1,842*	Burdwan-Katwa.
„	1,539	„	„	1,539	„	357	„	„	357	„	1,896	„	„	1,896	
„	*1,593*	*16*	„	*1,599*	„	*90*	„	„	*90*	„	*1,683*	*16*	„	*1,689*	Cutch State.
„	1,328	10	„	1,332	„	49	21	„	57	„	1,377	31	„	1,389	
„	*2,006*	*Nil*	„	*2,006*	„	*152*	*Nil*	„	*152*	„	*2,158*	*Nil*	„	*2,158*	Dehri-Rohtas Light.
„	1,913	„	„	1,913	„	149	„	„	149	„	2,062	„	„	2,062	
„	*1,366*	*4*	„	*1,368*	„	*Nil*	„	„	*Nil*	„	*1,366*	*4*	„	*1,368*	Dholpur-State.
„	1,001	3	„	1,002	„	„	„	„	„	„	1,001	3	„	1,002	
„	*550*	*Nil*	„	*550*	„	*59*	„	„	*59*	„	*609*	*Nil*	„	*609*	Futwah-Islampur
„	526	„	„	526	„	93	„	„	93	„	619	„	„	619	
„	*6,353*	*7*	„	*6,356*	„	*290*	*2*	„	*291*	„	*6,643*	*9*	„	*6,647*	Gwalior Light.
„	7,220	8	„	7,224	„	152	3	„	153	„	7,372	11	„	7,377	
„	*3,989*	*Nil*	„	*3,989*	„	*1,134*	*Nil*	„	*1,134*	„	*5,123*	*Nil*	„	*5,123*	Howrah Amta Light.
„	4,670	„	„	4,670	„	1,185	„	„	1,185	„	5,855	„	„	5,855	
„	*997*	„	„	*997*	„	*283*	„	„	*283*	„	*1,280*	„	„	*1,280*	Howrah-Sheakhala Light.
„	1,169	„	„	1,169	„	297	„	„	297	„	1,466	„	„	1,466	
„	*178*	*1*	„	*178*	„	*Nil*	„	„	*Nil*	„	*178*	*1*	„	*178*	Jagadhri Light.
„	152	..	„	152	„	„	„	„	„	„	152	..	„	152	
‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	Jessore-Jhenidah.
‡‡	‡‡	‡‡	‡‡	‡‡	‡‡	‡‡	‡‡	‡‡	‡‡	‡‡	‡‡	‡‡	‡‡	‡‡	
Nil	*978*	*Nil*	*Nil*	*978*	*Nil*	*359*	*Nil*	*Nil*	*359*	*Nil*	*1,337*	*Nil*	*Nil*	*1,337*	Jorhat (Provincial).
„	942	„	„	942	„	332	„	„	332	„	1,274	„	„	1,274	
„	*1,939*	„	„	*1,939*	„	*353*	„	„	*353*	„	*2,292*	„	„	*2,292*	Kalighat-Falta.
„	2,286	„	„	2,286	„	345	„	„	345	„	2,631	„	„	2,631	
„	*Nil*	„	*29*	*53*	„	*Nil*	„	„	*Nil*	„	*Nil*	„	*29*	*53*	Kulasekarapatnam Light.
„	„	„	34	62	„	„	„	„	„	„	„	„	34	62	
„	*347*	„	*Nil*	*347*	„	„	„	„	„	„	*347*	„	*Nil*	*347*	Matheran Light.
„	342	„	„	342	„	„	„	„	„	„	342	„	„	342	
„	*2,263*	*9*	„	*2,267*	„	*58*	*1*	„	*58*	„	*2,321*	*10*	„	*2,325*	Porbandar State.
	Included in Gondal (Class II) Railway														
„	*864*	*Nil*	*Nil*	*864*	„	*135*	*Nil*	„	*135*	„	*999*	*Nil*	„	*999*	Tezpore-Balipara Light.
„	957	„	„	957	„	172	„	„	172	„	1,129	„	„	1,129	
„	*66*	*5*	„	*68*	„	*Nil*	„	„	*Nil*	„	*66*	*5*	„	*68*	Trivellore Light.
„	30	3	„	31	„	„	„	„	„	„	30	3	„	31	
„	*6,020*	*34*	„	*6,033*	„	*1,159*	„	„	*1,159*	„	*7,179*	*34*	„	*7,192*	Udaipur-Chittorgarh.
„	8,564	30	„	8,576	„	1,263	„	„	1,263	„	9,827	30	„	9,839	
Nil	*41,080*	*76*	*29*	*41,163*	*Nil*	*7,052*	*3*	*Nil*	*7,053*	*Nil*	*48,132*	*79*	*29*	*48,216*	Total Class III Railways.
„	43,346	54	34	43,430	„	7,011	24	„	7,029	„	50,357	78	34	50,450	

not required, siding and departmental. (a) 2½ Tons of Wood=1 Ton of Coal and 0·55 Ton of Oil fuel=1 Ton of Coal.

37.—*Statistics of engine miles and Coal consumption of Class II and III Railways for the year 1935-36 and 1936-37*—concld.

Railway.	Gauge.	Year.	Average cost at pit's mouth or at station of supply (in rupees).				Average cost per ton including all freight both rail and sea from pit's mouth or station of supply to engine shed from where issued to locomotives (in rupees).			
			Foreign Coal.	Indian Coal.	Wood.	Oil Fuel.	Foreign Coal.	Indian Coal.	Wood.	Oil Fuel.
31	32	33	34	35	36	37	38	39	40	41
Class III—*concld.*			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Baragot-Basirhat Light	2′ 6″	*1935-36*	*Nil*	*2·50*	*Nil*	*Nil*	*Nil*	*8·73*	*Nil*	*Nil*
		1936-37	,,	2·50	,,	,,	,,	8·73	,,	,,
Bengal Provincial	2′ 6″	*1935-36*	,,	*2·13*	,,	,,	,,	*5·31*	,,	,,
		1936-37	,,	2·13	,,	,,	,,	5·44	,,	,,
Bukhtiarpur-Bihar Light	2′ 6″	*1935-36*	,,	*2·25*	,,	,,	,,	*8·00*	,,	,,
		1936-37	,,	2·31	,,	,,	,,	8·24	,,	,,
Burdwan-Katwa	2′ 6″	*1935-36*	,,	*2·44*	,,	,,	,,	*6·04*	,,	,,
		1936-37	,,	2·12	,,	,,	,,	5·65	,,	,,
Cutch State	2′ 6″	*1935-36*	,,	*23·0*	*7·50*	,,	,,	*23·0*	*7·50*	,,
		1936-37	,,	22·0	7·50	,,	,,	23·0	7·50	,,
Dehri-Rohtas Light	2′ 6″	*1935-36*	,,	*2·50*	*Nil*	,,	,,	*7·92*	*Nil*	,,
		1936-37	,,	2·54	,,	,,	,,	7·89	,,	,,
Dholpur-State	2′ 6″	*1935-36*	,,	*3·37*	*8·75*	,,	,,	*14·3*	*11·2*	,,
		1936-37	,,	3·12	8·75	,,	,,	13·8	10·9	,,
Futwah-Islampur	2′ 6″	*1935-36*	,,	*2·25*	*Nil*	,,	,,	*7·91*	*Nil*	,,
		1936-37	,,	2·31	,,	,,	,,	8·10	,,	,,
Gwalior-Light	2′ 6″	*1935-36*	,,	*3·63*	*8·59*	,,	,,	*14·5*	*8·50*	,,
		1936-37	,,	3·32	8·38	,,	,,	13·1	8·38	,,
Howrah Amta Light	2′ 6″	*1935-36*	,,	*2·50*	*Nil*	,,	,,	*7·67*	*Nil*	,,
		1936-37	,,	2·50	,,	,,	,,	7·67	,,	,,
Howrah-Sheakhala Light	2′ 0″	*1935-36*	,,	*2·50*	,,	,,	,,	*7·67*	,,	,,
		1936-37	,,	2·50	,,	,,	,,	7·67	,,	,,
Jagadhri Light	2′ 0″	*1935-36*	,,	*3·00*	*12·0*	,,	,,	*13·8*	*12·0*	,,
		1936-37	,,	3·13	..	,,	,,	13·3	..	,,
Jessore-Jhenidah	2′ 6″	*1935-36*	†	†	†	†	†	†	†	†
		1936-37	††	††	††	††	††	††	††	††
Jorhat (Provincial)	2′ 0″	*1935-36*	*Nil*	*10·5*	*Nil*	*Nil*	*Nil*	*12·8*	*Nil*	*Nil*
		1936-37	,,	10·5	,,	,,	,,	12·8	,,	,,
Kalighat-Falta	2′ 6″	*1935-36*	,,	*2·44*	,,	,,	,,	*8·52*	,,	,,
		1936-37	,,	2·12	,,	,,	,,	8·17	,,	,,
Kulasekarapatnam Light	2′ 0″	*1935-36*	,,	*Nil*	,,	*125·0*	,,	*Nil*	,,	*135·0*
		1936-37	,,	,,	,,	117·0	,,	,,	,,	130·0
Matheran Light	2′ 0″	*1935-36*	,,	*3·75*	,,	*Nil*	,,	*15·0*	,,	*Nil*
		1936-37	,,	3·80	,,	,,	,,	15·0	,,	,,
Porbandar State	3′ 3½″	*1935-36*	,,	*11·0*	*20·0*	,,	,,	*12·0*	*20·0*	,,
		1936-37	Included in Gondal (Class II) Railway.							
Tezpore-Balipara Light	2′ 6″	*1935-36*	*Nil*	*15·0*	*Nil*	*Nil*	*Nil*	*15·0*	*Nil*	,,
		1936-37	,,	15·3	,,	,,	,,	15·3	,,	,,
Trivellore Light	2′ 0″	*1935-36*	,,	*12·8*	*7·50*	,,	,,	*15·8*	*7·50*	,,
		1936-37	,,	12·8	6·50	,,	,,	16·1	6·50	,,
Udaipur-Chitorgarh	3 3½″	*1935-36*	,,	*3·94*	*13·5*	,,	,,	*17·0*	*13·5*	,,
		1936-37	,,	3·50	13·5	,,	,,	17·5	13·5	,,

† Information not available.
†† Line closed to all kinds of traffic from 1-5-36.

APPENDICES.

APPEN

Value of Stores purchased by the Class I Railways (excluding Jodhpur and H. E. H.

NOTE.—Columns headed *A* indicate Value of stores
" " *B* indicate Value of imported
" " *C* indicate Value of stores of

Stores purchased.	Assam-Bengal.			Bengal and North Western.			Bengal-Nagpur.*		
1	A 2	B 3	C 4	A 5	B 6	C 7	A 8	B 9	C 10
A. Bridge work and its parts, fittings and special fastenings.	..	4	4,88	..	..	12	..	2	3
B. Engineering Plant and components including all hand and power machinery.	..	1,01	2	4	6	..	30	1,36	13
C. Workshop Machinery, plant and equipment including Pneumatic machinery and Tools.	50	17	1	1	6	..	4,58	76	22
D Permanent Way Material and Track tools—									
(*a*) Rails.	..	..	2,70	61	..	..	..	1	1,74
(*b*) Steel Sleepers.	..	..	..	..	..	..	..	..	15
(*c*) Cast-iron sleepers.	..	..	1	..	..	..	..	..	6
(*d*) Wooden sleepers.	..	..	4,59	..	..	4,62	..	..	11,29
(*e*) Other P. W. Material. ..	24	6	1,37	68	3	17	..	21	1,30
Ea1. Steam Locomotives and their parts and fittings including brake gear but excluding electrical material.	61	8	9	58	15	..	11,38	1,68	85
Eb1 Railway Carriage and Wagon Underframes and Components including brake rigging but excluding electrical material and train lighting material.	58	4	15	..	2	..	62	..	58
Eb2 Railway Carriage and Wagon body components excluding electrical, gas, rubber and textile fittings.	2	6	49	54	15	2	11,50	49	3,02
EVB. Automatic Vacuum Brake Equipment and its parts and fittings other than rigging and parts exclusively used on locomotives.	..	16	5	1	..	..	..	1,35	9
Eb6. Trimmings, *i.e.*, textile, fibre and leather articles used for furnishing railway carriage interiors and roofing, flooring and sewing materials.	..	4	3	2	6	..	..	16	19
F1. Building material, water mains, sewage system and track and yard enclosing material, and all other parts and fittings.	30	60	29	35	14	11	..	95	1,78
F2. Signal and Interlocking material, and their parts and fittings.	..	17	33	8	23	92	..	46	1,63
Gb1. Hardware, Copper, Tin and Zinc-ware, *i.e.*, all simple material in common use manufactured from raw metal.	..	38	16	5	41	18	..	1,42	59
Gb3. All Leather, Canvas and India Rubber in bulk, and articles made from them which are not included under other heads.	..	12	6	1	22	11	..	46	7
Gb4. Metals	15	1,84	1,39	29	2,21	1,42	..	11,04	4,72
Gb5. Painters' Stores	..	65	33	39	95	42	..	1,37	2,44
Gb6. Timber.	..	..	1,59	..	..	1,55	..	2	7,32
Gb7. Fuel and fuel oil	..	..	6,23	..	4	7,59	..	17	30,66
H. (a to e). Electrical and Train and Locomotive Lighting Plants and materials, etc., and Telegraph and Telephone equipment.	19	1,72	11	49	1,59	1	56	5,43	42
All other stores not detailed in the above major heads.	34	1,50	5,14	31	3,09	4,33	60	13,63	10,21
Total	2,93	8,64	30,02	4,46	9,41	21,57	29,54	40,99	79,49

* Includes figures of Vizagapatam Harbour construction.

DIX A.

the Nizam's State Railways) during the year 1936-37. (*In thousands of rupees.*)

imported direct.

stores purchased in India.

Indian manufacture or of indigenous origin.

Bombay, Baroda and Central India.			Burma.			Eastern Bengal.			East Indian. †			Stores purchased.
A 11	B 12	C 13	A 14	B 15	C 16	A 17	B 18	C 19	A 20	B 21	C 22	23
..	..	10	..	..	2	..	..	4,64	..	5	5,11	A. Bridge work and its parts, fittings and special fastenings.
33	25	1	..	16	..	..	28	2	..	4,88	1,20	B. Engineering Plant and components including all hand and power machinery.
3,44	50	..	49	55	..	3	94	3	15	2,34	1,10	C. Workshop Machinery, plant and equipment including Pneumatic machinery and Tools.
												D. Permanent Way Material and Track tools—
..	2	2,31	..	..	2,63	..	..	6,31	..	..	17,23	(*a*) Rails.
..	..	..	..	..	..	..	..	..	..	23	1,52	(*b*) Steel Sleepers.
..	3	1,17	..	..	..	..	..	..	..	..	15,36	(*c*) Cast iron sleepers.
..	2	6,68	..	..	6,93	..	..	9,50	..	..	6,57	(*d*) Wooden sleepers.
1,31	14	57	59	23	28	..	1	3,55	..	37	12,39	(*e*) Other P. W. Material.
3,69	43	1	85	22	..	..	5,05	32	4	6,98	60	Ea1. Steam Locomotives and their parts and fittings including brake gear but excluding electrical material.
6,93	8	13,72	74	1	..	..	1,84	4,66	..	9,99	15,67	Eb1. Railway Carriage and Wagon Underframes and Components including brake rigging but excluding electrical material and train lighting material.
1,48	25	1,98	..	1		..	1,18	8,67	..	55	99	Eb2. Railway Carriage and Wagon body components excluding electrical, gas, rubber and textile fittings.
39	23	2	1	7	2	..	27	18	..	93	3,30	EVB. Automatic Vacuum Brake Equipment and its parts and fittings other than rigging and parts exclusively used on locomotives.
..	5	..	6	5	3	..	50	31	..	71	31	Eb6. Trimmings, *i.e.*, textile, fibre and leather articles used for furnishing railway carriage interiors and roofing, flooring and sewing materials.
20	71	54	14	43	17	..	29	4,14	..	1,29	1,30	F1. Building material, water mains, sewage system and track and yard enclosing material, and all other parts and fittings.
97	55	2	..	19	..	..	18	21	..	1,20	2,08	F2. Signal and Interlocking material, and their parts and fittings.
1,04	77	27	29	13	5	..	89	41	..	90	67	Gb1. Hardware, Copper, Tin and Zinc-ware, *i.e.*, all simple material in common use manufactured from raw metal.
9	1,01	25	6	5	3	..	36	13	..	90	33	Gb3. All Leather, Canvas and India Rubber in bulk, and articles made from them which are not included under other heads.
2,52	2,18	5,48	78	1,26	84	..	2,17	4,42	..	8,97	19,14	Gb4. Metals.
13	2,14	1,51	14	84	23	..	88	2,35	..	1,11	5,64	Gb5. Painters' Stores.
..	2	6,39	..	1	32	..	12	4,08	..	18	4,56	Gb6. Timber.
..	2,26	16,87	7	20	15,58	..	20	13,64	..	..	22,03	Gb7. Fuel and fuel oil.
6,42	2,00	7	47	98	4	..	7,06	34	..	11,65	3,00	H. (a to e). Electrical and Train and Locomotive Lighting Plants and materials, etc., and Telegraph and Telephone equipment.
2,04	7,25	15,11	20	1,87	8,68	..	3,53	7,23	12	11,91	39,36	All other stores not detailed in the above major heads.
30,98	29,94	73,08	4,89	7,25	35,85	3	25,75	75,19	31	65,19	1,79,46	

† Includes figures for Central India Coalfields Railway.

APPEN

Value of Stores purchased by the Class I Railways (excluding Jodhpur and H. E. H. the

NOTE.—Columns headed *A* indicate Value of stores
" " *B* indicate Value of imported
" " *C* indicate Value of stores cf

Stores purchased.	Great Indian Peninsula.			Madras and Southern Mahratta.			North Western.		
24	A 25	B 26	C 27	A 28	B 29	C 30	A 31	B 32	C 33
A. Bridge work and its parts, fittings and special fastenings.	..	..	3,18	..	5	14	..	27	34
B. Engineering Plant and components including all hand and power machinery.	..	30	4	2	42	..	..	1,14	10
C. Workshop Machinery, plant and equipment including Pneumatic machinery and Tools.	..	2,26	8	1,49	76	..	..	2,92	2
D. Permanent Way Material and Track tools—									
(*a*) Rails.	..	..	1,30	..	..	10,24	..	42	17,32
(*b*) Steel Sleepers	..	..	93	..	..	2,43	..	1,00	15,37
(*c*) Cast iron sleepers	..	..	6,23	..	..	84	..	..	3,57
(*d*) Wooden sleepers	..	..	3,57	..	..	15,99	..	..	30,00
(*e*) Other P. W. Material ..	..	3,68	5,07	1,94	81	51	..	2,30	7,36
Ea1. Steam Locomotives and their parts and fittings including brake gear but excluding electrical material.	..	16,61	32	15,95	64	4	..	9,23	11
Eb1. Railway Carriage and Wagon Underframes and Components including brake rigging but excluding electrical material and train lighting material.	..	4,04	6,00	97	1	4,89	..	3,29	12
Eb2. Railway Carriage and Wagon body components excluding electrical, gas, rubber and textile fittings.	..	2,15	19	47	13	2	..	10,07	8
EVB. Automatic Vacuum Brake Equipment and its parts and fittings other than rigging and parts exclusively used on locomotives.	..	70	5	9	17	4	..	2,21	4
Eb6. Trimmings, *i.e.*, textile, fibre and leather articles used for furnishing railway carriage interiors and roofing, flooring and sewing materials.	..	78	19	11	14	2	..	1,21	20
F1. Building material, water mains, sewage system and track and yard enclosing material, and all other parts and fittings	..	49	66	2	30	25	..	2,78	5,08
F2. Signal and Interlocking material, and their parts and fittings.	..	16	88	1	11	12	..	1,87	43
Gb1. Hardware, Copper, Tin and Zincware, *i.e.*, all simple material in common use manufactured from raw metal.	..	1,50	66	44	41	26	..	2,41	38
Gb3. All Leather, Canvas and India Rubber in bulk, and articles made from them which are not included under other heads.	..	60	26	41	27	12	..	1,23	16
Gb4. Metals	..	7,11	2,68	2,89	3,21	1,04	..	11,03	8,33
Gb5. Painters' Stores	..	1,91	1,99	33	1,07	59	..	5,55	1,73
Gb6. Timber	..	..	5,24	..	..	1,18	..	..	7,74
Gb7. Fuel and fuel oil	..	12	34,03	..	90	30,66	..	9,82	36,07
H. (a to e). Electrical and Train and Locomotive Lighting Plants and materials, etc., and Telegraph and Telephone equipment.	..	8,52	16	1,80	2,01	7	..	11,52	11
All other stores not detailed in the above major heads.	..	10,56	13,04	1,63	6,88	7,30	8	18,69	21,35
Total ..	..	61,49	86,75	28,57	18,89	76,75	8	98,96	1,56,01

DIX A—*concld.*

Nizam's State Railways) during the year 1936-37. (In thousands of rupees.)

imported direct.

stores purchased in India.

Indian manufacture or of indigenous origin.

Rohilkund and Kumaon.			South Indian.			Total.			Stores purchased.
A 34	B 35	C 36	A 37	B 38	C 39	A 40	B 41	C 42	43
..	..	..	87	25	8	87	68	18,64	A. Bridge work and its parts, fittings and special fastenings.
..	1	..	4	17	5	73	10,04	1,57	B. Engineering Plant and components including all hand and power machinery.
..	2	..	42	9	14	11,11	11,37	1,60	C. Workshop Machinery, plant and equipment including Pneumatic machinery and Tools.
									D. Permanent Way Material and Track tools—
..	..	..	26	2	2,27	87	47	64,05	(*a*) Rails.
..	..	..	..	..	4,50	..	1,23	24,90	(*b*) Steel Sleepers.
..	..	..	..	..	..	..	3	27,24	(*c*) Cast iron sleepers.
..	..	2,34	..	..	9,81	..	2	1,11,89	(*d*) Wooden sleepers.
10	6	..	1,46	99	4,61	6,32	8,89	37,18	(*e*) Other P. W. Material.
39	11	1	6,78	77	3	40,27	41,95	2,38	Ea1. Steam Locomotives and their parts and fittings including brake gear but excluding electrical material.
..	..	..	2,45	43	8	12,29	19,75	45,87	Eb1. Railway Carriage and Wagon Underframes and Components including brake rigging but excluding electrical material and train lighting material.
10	.	..	59	33	4	14,70	15,37	15,50	Eb2. Railway Carriage and Wagon body components excluding electrical, gas, rubber and textile fittings.
..	2	..	1	19	2	51	6,40	3,81	EVB. Automatic Vacuum Brake Equipment and its parts and fittings other than rigging and parts exclusively used on locomotives.
..	1	..	16	30	..	35	4,01	1,28	Eb6. Trimmings, *i.e.*, textile, fibre and leather articles used for furnishing railway carriage interiors and roofing, flooring and sewing materials.
1	5	33	14	1,26	2,05	1,16	9,29	16,70	F1. Building material, water mains, sewage system and track and yard enclosing material, and all other parts and fittings.
..	2	..	..	43	94	1,06	5,57	7,56	F2. Signal and Interlocking material, and their parts and fittings.
..	9	2	41	38	17	2,23	9,69	3,82	Gb1. Hardware, Copper, Tin and Zinc-ware, *i.e.*, all simple material in common use manufactured from raw metal.
..	6	2	18	9	3	75	5,37	1,57	Gb3. All Leather, Canvas and India Rubber in bulk, and articles made from them which are not included under other heads.
..	55	33	2,07	2,37	2,21	8,70	53,94	52,00	Gb4. Metals.
..	26	11	64	1,48	49	1,63	18,21	17,83	Gb5. Painters' Stores.
..	..	13	..	..	2,30	..	35	42,40	Gb6. Timber.
..	..	1,87	..	59	9,59	7	14,30	2,24,82	Gb7. Fuel and fuel oil.
24	53	..	3,35	1,89	31	13,52	55,50	4,64	H. (a to e). Electrical and Train and Locomotive Lighting Plants and materials, etc., and Telegraph and Telephone equipment.
..	46	82	07	4,98	3,80	6,29	84,35	1,36,42	All other stores not detailed in the above major heads.
84	2,25	5,98	20,80	*17,01	43,52	1,23,43	3,76,78	8,63,67	Total.

*Includes Rs 2,86 on account of Customs duty.

APPEN

Details of working of Company or State collieries

Colliery.	Owned by	Province.	Date from which each colliery commenced to work.	Year.	Capital outlay.	Out		
						Large coal.	Small coal.	Slack coal.
1	2	3	4	5	6	7	8	9
					Rs.	Tons.	Tons.	Tons
Bokaro	East Indian and Bengal-Nagpur Railways.	Bihar	August 1915.	*1934-35*	*(a)29,35,511*	*(b)543,313*	*Nil*	*128,953*
				1935-36	*(a)28,90,856*	*511,106*	*Nil*	*100,395*
				1936-37	(i)27,88,311	597,050	95,795	77,003
Swang	East Indian and Bengal-Nagpur Railways.	Bihar	27th July 1924.	*1934-35*	*18,42,180*	*43,712*	*3,995*	*11,522*
				1935-36	*(c)15,15,088*	*38,145*	*4,790*	*7,706*
				1936-37	15,60,426	41,391	4,025	10,497
Kurharbaree	State	Bihar	1st January 1871.	*1934-35*	*(j)71,77,738*	*(j) 473,067*	*(j) 107,672*	*(j)190,398*
				1935-36	*(j)(a)69,50,106*	*(m) 189,818*	*(m) 55,459*	*(m) 72,671*
				1936-37	(j)(i)67,81,902	168,285	75,316	27,501
Serampur	State	Bihar	1s January 1871.	*1934-35*	*(k)*	*(k)*	*(k)*	*(k)*
				1935-36	*(k)*	*230,866*	*69,254*	*94,895*
				1936-37	(k)	2,29,948	96,666	67,862
Bhurkunda	State	Bihar	1st June 1927.	*1934-35*	*(a)53,26,342*	*75,160*	*Nil*	*28,953*
				1935-36	*(a)53,24,592*	*73,631*	*Nil*	*13,269*
				1936-37	53,25,994	56,474	*Nil*	10,693
Kargali	State	Bihar	18th July 1917.	*1934-35*	*(a)42,85,734*	*379,497*	*1,828*	*63,847*
				1935-36	*(a) 42,27,889*	*343,189*	*2,059*	*90,092*
				1936-37	(h)39,78,990	493,519	2,781	80,281
Argada	Bengal Nagpur Railway.	Bihar	1st May 1926.	*1934-35*	*(a)28,27,165*	*229,710*	*Nil*	*21,606*
				1935-36	*28,29,616*	*237,278*	*Nil*	*19,754*
				1936-37	(n)26,82,283	238,989	*Nil*	20,584
Talcher	Bengal Nagpur Railway.	Orissa	(g) 1st Sept. 1932.	*1934-35*	*19,40,404*	*94,922*	*Nil*	*11,343*
				1935-36	*20,20,541*	*145,045*	*Nil*	*12,894*
				1936-37	(n)20,00,544	26,854	*Nil*	3,120
	Madras & Southern Mahratta Railway.	Orissa	Sept. 1930	*1934-35*	*(b)38,98,308*	*136,138*	*Nil*	*5,778*
				1935-36	*(a)38,87,494*	*150,005*	*Nil*	*6,285*
				1936-37	39,09,899	153,089	*Nil*	5,393
Jarangdih	Bombay Baroda & Central India and Madras & Southern Mahratta Railways.	Bihar	1st April 1927.	*1934-35*	*(a)78,46,056*	*91,410*	*17,390*	*9,620*
				1935-36	*78,58,188*	*77,787*	*14,486*	*11,189*
				1936-37	(e)78,81,602	62,519	8,205	6,549
Religara	Bombay Baroda & Central India and Madras & Southern Mahratta Railways.	Bihar	..	*1934-35*	*20,84,709*	††	††	††
				1935-36	*(d)20,79,627*	††	††	††
				1936-37	20,79,627	††	††	††
Kurasia	Bombay Baroda & Central India Railway.	Central Provinces.	7th May 1932.	*1934-35*	*10,62,463*	*121,189*	*Nil*	*1,706*
				1935-36	*12,25,397*	*150,245*	*Nil*	*3,087*
				1936-37	(f)13,20,417	1,77,227	*Nil*	2,655
Kedla	East Indian and Bengal Nagpur Railways.	Bihar and Orissa.	..	*1934-35*	*7,38,124*	§		§
				1935-36	*7,38,124*	§	§	§
				1936-37	(l)7,36,561	§	§	§

(*a*) The decrease is due to the contribution to Sinking Fund during this year being more than the debits to Block account.
(*b*) Revised figures.
(*c*) The decrease is mainly due to adjustment of issue price of coal raised during development.
(*d*) The decrease is due to credit realized on account of materials sold on relinquishing the property.
(*e*) Includes credit of Rs 11,125 on account of Sinking Fund.
(*f*) „ „ „ Rs. 21,770 „ „ „ „ „
(*g*) Stopped from 4th June 1936 and recommenced from 26th February 1937.
(*h*) Decrease of Rs. 2,48,900 is due to credit balance under outstanding Account, Sinking Fund and Purchase Account during the year.
(*i*) The decrease is due to credits to Sinking Fund Accounts having been more than the net additions to fixed assets during the year and in the case of Bokaro, in addition to this it is also due to the transfer to Swang Colliery of a sum of Rs. 78,000 (odd) representing capital expenditure on Swang previously booked under Bokaro.
(*j*) Includes figures of Serampur colliery ; separate figures being not available.
(*k*) Included with the figures of Kurharbaree Colliery.
(*l*) The decrease is due to adjustment of difference in the amounts of capital at charge as booked by the two Rlys. (E. I. & B. N.).
(*m*) Revised figures exclusivly for Kurharbaree Colliery.
(*n*) The decrease is due to redemption of capital on Sinking Fund basis and value of surplus material credited to capital account

DIX B.

for the years 1934-35 to 1936-37.

PUT. Total. 10	Quantity issued. 11	Working expenses. 12	Average cost of a ton of coal. 13	Average number of persons employed daily. 14	Number of tons raised per person employed. 15	Number of persons killed. 16	Number of persons injured. 17	Colliery. 18
Tons.	Tons.	Rs.	Rs.		Tons.			
672,266	*672,416*	‡	‡	*1,809*	*372*	*Nil*	*9*	Bokaro.
611,501	*611,501*	*12,12,306*	*1·98*	*1,714*	*357*	*1*	*5*	
769,848	769,978	13,94,974	1·81	1,685	457	2	12	
59,235	*59,235*	***(b)19,86,401*	*2·72*	*262*	*226*	*Nil*	*1*	Swang.
50,641	*50,641*	*2,40,638*	*4·75*	*278*	*182*	*Nil*	1	
55,913	55,913	2,48,535	4·44	270	207	*Nil*	*Nil*	
(j) 771,137	*(j) (b) 706,675*	*(j)(b)28,60,273*	*(j) 3·71*	*(j) 6,428*	*(j)120*	*(j) 4*	*(j) 16*	Kurharbaree.
(m) 317,948	*(m) 301,427*	*(j)30,07,305*	*(j) 4·22*	*(m)2,875*	*(m)111*	*(m) 66*	*(m) 26*	
271,102	290,734	12,53,317	4·62	1,885	144	7	13	
(k)	*(k)*	*(k)*	*(k)*	*(k)*	*(k)*	*(k)*	*(k)*	Serampur.
395,015	*366,003*	*(k)*	*(k)*	*2,505*	*157*	*3*	*11*	
394,476	438,164	15,96,914	4.05	2,294	158	*Nil*	21	
104,113	*103,413*	†	†	*717*	*134*	*Nil*	*Nil*	Bhurkunda.
86,900	*86,900*	*6,21,055*	*7·15*	*675*	*129*	*Nil*	*4*	
67,167	67,167	5,29,120	7·88	598	112	1	3	
445,172	*445,172*	*12,21,016*	*2·75*	*9,944*	*148*	*Nil*	*5*	Kargali.
435,340	*435,340*	*11,78,441*	*2·71*	*3,147*	*138*	*3*	*13*	
576,581	576,581	16,41,773	2·84	3,314	174	*Nil*	15	
251,316	*252,797*	*(b) 7,87,264*	*(b) 3·13*	*1,126*	*223*	*Nil*	*2*	Argada.
257,032	*(b) 257,032*	*7,22,598*	*2·81*	*1,336*	*192*	*Nil*	*2*	
259,573	259,573	7,00,606	2·70	1,674	155	1	*Nil*	
106,265	*106,179*	*(b) 3,98,157*	*(b) 3·75*	*865*	*123*	*3*	*5*	Talcher.
157,939	*158,193*	*5,70,402*	*3·61*	*1,209*	*131*	*3*	*10*	
29,974	29,974	1,37,762	4·60	755	40	1	*Nil*	
141,916	*141,916*	*4,60,323*	*3·25*	*158*	*898*	*1*	*50*	
156,290	*156,290*	*5,06,751*	*3·24*	*174*	*898*	*2*	*93*	
158,482	158,482	4,63,689	2·93	232	683	*Nil*	141	
118,420	*127,668*	*5,29,505*	*4·47*	*1,219*	*97*	*Nil*	*17*	Jarangdih.
103,462	*103,747*	*4,50,831*	*4·36*	*1,156*	*90*	*1*	*7*	
77,273	77,538	3,20,434	4·15	936	83	4	3	
††	††	††	††	††	††	††	††	Religara.
††	††	††	††	††	††	††	††	
††	††	††	††	††	††	††	††	
122,895	*122,905*	*4,23,028*	*3·44*	*566*	*217*	*Nil*	*6*	Kurasia.
153,332	*152,692*	*5,14,807*	*3·36*	*619*	*248*	*Nil*	*10*	
179,882	179,921	5,10,192	2·84	828	217	*Nil*	5	
§	§	§	§	§	§	§	§	Kedla.
§	§	§	§	§	§	§	§	
§	§	§	§	§	§	§	§	

†Development in progress. No working account yet opened.

†† Development work has been suspended and the colliery relinquished.

‡ Included under "Swang" separate figures not being available.

**See remarks against‡.

§ Further Development postponed indefinitely.

APPEN

1.—*Statement of the Number of Servants of all races employed on each Railway system (open lines*

Number of

Railways.	Europeans.		Indians.									
			Hindus.				Muslims.		Anglo-Indians and Domiciled Europeans.		Sikhs.	
			Hindus other than Depressed Classes.		Depressed Classes.							
	1935-36.	1936-37.	*1935-36.*	1936-37.	*1935-36.*	1936-37.	*1935-36.*	1936-37.	*1935-36.*	1936-37.	*1935-36.*	1936-37.
1	2	3	4	5	6	7	8	9	10	11	12	13
CLASS I.												
Assam-Bengal .	**49*	48	*7,015*	7,286	*3,012*	3,070	*5,619*	5,970	*219*	228	*101*	118
Bengal & North Western.	**93*	87	**20,243*	‡20,082	*2,877*	2,85	*3,677*	3,717	**226*	237	*11*	8
Bengal-Nagpur .	**277*	279	‡*55,622*	46,814	††	9,123	*6,342*	6,578	*1,735*	1,911	*530*	662
Bombay, Baroda & Central India.	*304*	348	‡*48,894*	40,234	††	7,690	*11,324*	11,114	*978*	931	*204*	196
Burma .	*100*	93	*15,367*	14,915	..	..	*2,318*	2,301	*639*	606	*589*	617
Eastern Bengal .	*165*	174	*26,902*	27,974	*7,427*	7,831	*14,073*	15,295	*605*	594	*152*	204
East Indian .	*713*	684	*78,940*	74,951	*16,639*	21,118	*24,871*	24,744	*2,526*	2,454	*543*	509
Great Indian Peninsula.	*488*	448	*49,411*	47,989	*17,009*	16,893	*10,443*	10,480	*1,555*	1,562	*293*	263
Jodhpur .	*27*	24	‡*5,622*	4,783	††	963	*1,620*	1,727	*27*	27	*8*	15
Madras & Southern Mahratta.	*176*	168	**30,224*	27,852	**8,294*	10,620	*5,595*	5,589	*1,881*	1,880	*20*	22
Nizam's State .	*77*	75	‡*12,524*	‡11,891	††	††	*2,335*	2,533	*386*	393	*12*	19
North Western .	*495*	446	‡*36,018*	31,019	††	5,034	*58,594*	55,759	*1,032*	977	*6,105*	5,904
Rohilkund and Kumaun.	*19*	17	*3,724*	3,701	*1*	1	*1,796*	1,784	*36*	39	*2*	2
South Indian .	*117*	108	**27,979*	27,366	**1,668*	2,093	*2,025*	2,039	*1,368*	1,397	*3*	3
Total .	**3,100*	2,999	*418,485*	386,857	**56,927*	87,321	*150,632*	149,630	**13,213*	13,236	*8,573*	8,542
CLASS II												
Barsi Light .	*9*	9	‡*1,214*	798	††	388	*171*	167	*26*	13	*Nil*	*Nil*
Bengal-Dooars .	*4*	3	‡*1,347*	552	††	749	*261*	233	*9*	7	*3*	8
Bhavnagar State	*2*	2	‡*3,209*	2,102	††	906	*270*	266	*6*	*Nil*	*Nil*	*Nil*
Bikaner State .	*8*	8	*3,225*	3,256	(*e*)	(*e*)	*819*	831	*2*	2	*32*	40
Darjeeling-Himalayan.	*6*	6	**1,505*	1,522	**159*	164	*60*	66	*19*	19	*4*	3
Dibru-Sadiya .	*11*	11	‡*1,694*	1,008	††	565	*332*	282	*4*	5	*32*	26
Gaekwar's Baroda State.	*1*	4	*3,322*	3,133	*Nil*	365	*241*	320	*25*	10	*23*	32
Gondal (*a*) .	*Nil*	*Nil*	‡*1,079*	1,081	††	188	*47*	41	*Nil*	*Nil*	*Nil*	*Nil*
Jaipur State .	§	2	§	540	§	158	§	143	§	6	§	1
Jamnagar-Dwarka	*Nil*	*Nil*	*941*	954	*21*	21	*209*	200	*1*	*Nil*	*Nil*	*Nil*
Junagad State .	*3*	3	‡*1,104*	1,159	††	53	*230*	237	*6*	8	*Nil*	1
Morvi . .	*Nil*	*Nil*	‡*986*	895	††	45	*80*	68	*Nil*	*Nil*	*Nil*	*Nil*
Mysore . .	*2*	2	**1,433*	1,393	*Nil*	*Nil*	*221*	224	*36*	38	*Nil*	*Nil*
Shahdara (Delhi)-Saharanpur.	**1*	1	‡*365*	274	††	74	*237*	249	*5*	6	*5*	5
Total .	**47*	51	**21,424*	18,667	**180*	3,676	*3,178*	3,327	*139*	114	*99*	116
Class III, Total .	*22*	28	**6,244*	3,749	**(d)110*	2,469	*1,085*	1,008	*23*	14	*3*	5
Railway Board & Other Railway Offices-	**43*	43	**2,160*	2,205	**(b)29*	(*c*)39	**545*	570	*49*	52	*65*	71
† Grand Total .	**3,212*	3,121	**448,313*	411,478	**57,246*	93,505	**155,440*	154,535	**13,424*	13,416	*8,740*	8,734

*Revised figures.

† The figures for Jessore-Jhenidah are not included. as it has been closed to all kinds of traffic from 1-5-36

§ Included under B. B. & C. I. Ry.

‡Includes Hindus—Depressed classes.

††Included under Hindus—other than Depressed classes.

(*a*) Includes figures of Porbandar State Railway for 1936-37.

(*b*) Central Publicity office 1
I. R. C. A. 14
Ry. Bd. (including C.S.O. & S.R.L.) .. 14

(*c*) Railway clearing accounts office .. 10
Railway Board. 14
Central Publicity office.. .. 1
I. R. C. A. 14

(*d*) Cutch State 55
Dholpur State 26
Jorhat (Provincial) 29

(*e*) No distinction observed on this Railway between Hindus—other than Depressed classes and Hindus—Depressed classes.

DIX C.

only) and in the Railway Board and other Railway Offices at the close of the years 1935-36 and 1936-37.

servants employed.

Indian Christians.		Parsis.		Other communities		Total.		Grand Total.		Grand Total including staff on loan from the Indian Audit and Accounts Service (or Deptt.)		Railways.
1935-36.	1936-37.	*1935-36.*	1936-37.	*1935-36.*	1936-37.	*1935-36.*	1936-37.	*1935-36.*	1936-37.	*1935-36.*	1936-37.	
14	15	16	17	18	19	20	21	22	23	24	25	26
												CLASS I.
78	88	..	..	*234*	287	*16,278*	17,047	**16,327*	17,095	**16,327*	17,095	A.-B.
203	202	*2*	2	*2*	3	**27,241*	27,136	**27,334*	27,223	**27,334*	27,223	B. & N.-W.
987	1,026	*6*	13	**57*	37	**65,279*	66,164	**65,556*	66,443	**65,556*	66,443	B.-N.
**1,535*	1,649	¶¶	884	*1,371*	300	**64,306*	62,998	**64,610*	63,346	**64,610*	63,346	B., B. & C. I.
355	374	¶	¶	*4,380*	4,332	*23,648*	23,145	*23,748*	23,238	*23,750*	23,239	Burma.
234	255	*3*	3	**16*	19	*49,412*	52,175	*49,577*	52,349	*49,579*	52,351	E. B.
742	742	*15*	19	**161*	185	*124,437*	124,722	*125,150*	125,406	*125,156*	125,412	E. I.
3,320	3,245	*473*	460	*548*	547	*83,052*	81,439	*83,540*	81,887	*83,541*	81,888	G. I. P.
81	96	..	..	*18*	10	*7,376*	7,621	*7,403*	7,645	*7,403*	7,645	Jodhpur.
3,449	3,676	**19*	50	**41*	25	*49,523*	49,714	*49,699*	49,882	*49,699*	49,882	M. & S. M.
741	764	¶¶	¶¶	*61*	67	*16,059*	15,667	*16,136*	15,742	*16,136*	15,742	N. S.
1,059	1,065	*45*	78	*1,865*	1,269	*104,718*	101,105	*105,213*	101,551	*105,217*	101,555	N. W.
10	5	*Nil*	*Nil*	*Nil*	2	*5,569*	5,534	*5,588*	5,551	*5,588*	5,551	R. & K.
**3,744*	3,720	*Nil*	*Nil*	**7*	4	*36,794*	36,622	*36,911*	36,730	*36,911*	36,730	S. I.
**16,538*	16,907	**563*	1,509	**8,761*	7,087	**673,692*	671,089	**676,792*	674,088	**676,807*	674,102	Total.
												CLASS II.
42	43	*Nil*	*Nil*	*1*	1	*1,454*	1,410	*1,463*	1,419			Barsi Light.
4	8	*Nil*	*Nil*	*5*	1	*1,629*	1,558	*1,633*	1,561			B.-D.
32	45	*38*	35	**Nil*	*Nil*	*3,555*	3,354	*3,557*	3,356			B. S.
8	10	*Nil*	*Nil*	*Nil*	*Nil*	*4,086*	4,139	*4,094*	4,147			BK. S.
14	15	*Nil*	*Nil*	**12*	13	**1,773*	1,802	**1,779*	1,808			D. H.
27	26	¶¶	*Nil*	*Nil*	5	*2,089*	1,917	*2,100*	1,928			D. S.
34	55	*11*	10	*Nil*	*Nil*	*3,656*	3,925	*3,657*	3,929			G. B. S.
7	7	¶¶	*Nil*	*2*	*Nil*	*1,135*	1,317	*1,135*	1,317			Gondal. *(a)*
§	4	§	*Nil*	§	2	§	854	§	856			J. S.
10	9	..	..	*2*	1	*1,184*	1,185	*1,184*	1,185			J. D.
8	6	¶¶	2	*3*	3	*1,351*	1,469	*1,354*	1,472			J. S.
1	2	¶¶	1	*2*	*Nil*	*1,069*	1,011	*1,069*	1,011			Morvi.
Nil	*Nil*	**1*	1	**146*	144	*1,837*	1,800	*1,839*	1,802			Mysore.
1	6	¶¶	*Nil*	*Nil*	*Nil*	*613*	614	**614*	615			S. (D.) S.
188	236	**50*	49	**173*	170	*25,431*	26,355	**25,478*	26,406			Total.
44	52	*Nil*	(b) 6	*28*	15	**7,537*	7,318	**7,559*	7,346			†Cl. III Total.
56	58	*Nil*	*Nil*	*2*	2	*2,906*	2,997	**2,949*	3,040			R. d. & other R. O.
**16,826*	17,253	**613*	1,564	**8,964*	7,274	**709,566*	707,759	**712,778*	710,880			†Grand Total.

*Revised figures.

†The figures for Jessore-Jhenidah are not included as it has been closed to all kinds of traffic from 1st May 1936.

§Included under B. B. and C. I. Railway.

¶Information not available

¶¶Not furnished.

(a) Includes figures of Porbander State Railway for 1936-37.

(b) Mathem Light Railway.

II.—*Statement showing number of servants of all races employed on Class I Railways (excluding His Exalted Highness the Nizam's State and Jodhpur Railways) and in the Railway Board and other Railway offices, in subordinate services (excluding labourers and inferior servants) at the close of the years 1935-36 and 1936-37.*

Name of Railway.	31st MARCH 1936.										31st MARCH 1937.									
		Indians.										Indians.								
		Hindus.										Hindus.								
	Europeans.	Hindus other than Depressed classes.	Depressed classes.	Muslims.	Anglo-Indians and Domiciled Europeans.	Sikhs.	Indian Christians.	Parsis.	Other Communities.	Total (Cols. 2 to 9).	Total No. on the Railway (Col. 1 *plus* 10).	Europeans.	Hindus other than Depressed classes.	Depressed classes.	Muslims.	Anglo-Indians and Domiciled Europeans.	Sikhs.	Indian Christians.	Parsis.	Other Communities.	Total (Columns 13 to 20).	Total No. on the Railway (Column 12 *plus* 21).
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
State Managed Railways.																						
Burma	25	2,122	*Nil*	614	541	82	248	†	1,223	4,830	4,855	22	2,018	*Nil*	591	517	84	245	†	1,172	4,627	4,649
Eastern Bengal ..	110	7,363	142	1,766	539	29	41	1	*9	9,890	10,000	122	7,447	143	1,978	522	29	48	1	18	10,186	10,308
East Indian ..	*503	*15,567	*472	*4,067	*2,226	*142	*224	14	*5	*22,717	*23,220	520	15,438	492	4,135	2,212	144	234	13	12	22,680	23,200
Great Indian Peninsula	336	*9,894	*1,134	1,873	1,376	56	1,371	419	*262	*16,385	*16,721	307	9,001	1,179	1,635	1,396	47	1,288	402	237	15,185	15,492
North Western ..	350	11,530	19	6,502	931	1,525	226	59	*25	20,817	21,167	313	10,915	129	6,625	848	1,585	205	55	49	20,411	20,724
Railway Board and Miscellaneous Offices.	2	1,826	(*a*) 1	*427	43	*60	45	*Nil*	2	2,404	2,406	2	1,888	(*b*) 2	459	45	65	45	*Nil*	2	2,506	2,508
Total ..	*1,326	*48,302	*1,768	*15,249	*5,656	*1,894	*2,155	493	*1,526	*77,043	*78,369	1,286	46,707	1,945	15,423	5,540	1,954	2,065	471	1,490	75,595	76,881
Company Managed Railways.																						
Assam Bengal ..	14	2,754	90	856	214	26	31	*Nil*	21	3,992	4,006	12	2,558	88	827	191	28	37	*Nil*	18	3,747	3,759
Bengal Nagpur ..	100	‡7,949	††	*740	*1,162	*89	*190	§	¶10	*10,140	*10,240	103	7,829	64	806	1,171	86	203	6	5	10,170	10,273
B. and N. Western ..	35	3,548	180	1,102	222	12	68	2	*Nil*	5,134	5,169	33	3,552	178	1,097	234	9	72	2	1	5,145	5,178
B. B. and Central India	193	*15,210	*325	4,333	959	124	935	*468	*812	*23,166	*23,359	235	13,784	842	4,263	914	114	908	772	439	22,036	22,271
M. and S. Mahratta..	86	*7,140	*12	920	1,347	5	657	*7	*112	10,200	10,286	83	6,924	93	887	1,356	6	711	39	11	10,027	10,110
R. and Kumaon ..	5	*647	*1	304	35	1	7	*Nil*	*Nil*	995	1,000	2	646	1	283	39	1	6	*Nil*	Nil	976	978
South Indian ..	48	*7,199	*23	550	930	*Nil*	*804	*Nil*	*3	9,509	9,557	42	6,956	28	532	936	*Nil*	792	*Nil*	1	9,245	9,287
Total ..	481	*44,447	*631	*8,905	*4,869	*257	*2,692	*477	*958	*63,136	*63,617	510	42,249	1,294	8,695	4,841	244	2,729	819	475	61,346	61,856
Grand Total ..	*1,807	*92,749	*2,399	*24,054	*10,525	*2,151	*4,847	*970	*2,484	*140,179	*141,986	1,796	88,956	3,239	24,118	10,381	2,198	4,794	1,290	1,965	136,941	138,737

* Revised figures.
(*a*) Represents Indian Railway Conference Association.
(*b*) Railway Clearing Accounts Office 1
Indian Railway Conference Association 1

† Information not available
‡ Includes Hindus—Depressed classes.
†† Included under Hindus—other than Depressed classes.

§ Included under "other Communities."
¶ Includes "Parsis."

APPENDIX D (*i*).

Summary of accidents and casualties reported by railways open for traffic in India as having occurred during 1936-37 and the preceding four years.

[Summary of Appendices D (*ii*) to D (*vi*).]

Class of accidents. 1	1932-33. 2	1933-34. 3	1934-35. 4	1935-36 5	1936-37. 6	References. 7
I.—*Accidents to trains*—						Appendix D (*iii*) Col. 311.
Collisions—						
Passenger trains	44	65	47	59	48	Items 1 to 3.
Other trains and light engines	161	191	166	204	205	„ 4 to 6.
Derailments—						
Passenger trains	216	234	274	273	282	„ 7 (*a*) & 7 (*b*).
Other trains	2,968	3,174	3,217	3,077	3,362	„ 8 (*a*) & 8 (*b*).
II.—*Failure of engines and rolling stock*						
Failure of engines due to faulty design, material or workshop in the Mechanical Department—						
(1) boilers and tubes	85	84	115	95	101	Item 9 (*a*) (1).
(2) machinery springs, etc.	458	437	441	308	338	„ 9 (*a*) (2).
Failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—						
(1) boilers and tubes	201	269	224	260	299	„ 9 (*b*) (1).
(2) other causes	1,216	1,132	1,182	1,379	1,246	„ 9 (*b*) (2).
Failure of tyres and wheels	11	12	33	20	11	„ 9 (*c*) & 9 (*d*).
ditto axles	54	44	51	52	47	„ 9 (*e*).
ditto brake apparatus	5	13	15	9	33	„ 9 (*f*).
ditto couplings and draft gear	2,017	1,917	2,029	2,025	2,160	„ 9 (*g*).
Other rolling stock failures	4	345	748	435	164	„ 9 (*h*).
III.—*Failure of permanent-way*—						
Broken rails	350	355	323	321	309	„ 10 (*a*).
Failure of tunnels, bridges, viaducts, culverts, etc.	3	6	5	4	4	„ 10 (*b*).
Flooding of portions of permanent-way.	124	188	107	83	83	„ 10 (*c*).
Slips in cuttings or embankments	59	74	52	68	61	„ 10 (*d*).
IV.—*Fires*—						
Fire in trains	133	144	182	156	170	„ 11 (*a*).
Fire at stations or involving injury to bridges or viaducts.	62	42	33	64	55	„ 11 (*b*).
V.—*Other accidents*—						
Trains running over cattle on the line	9,237	9,701	9,362	9,538	9,573	„ 12 (*b*).
Trains running over obstructions on the line (other than those at level crossings)	236	193	189	201	183	„ 12 (*c*).
Trains running over obstructions or vehicles at level crossings	109	94	73	85	78	„ 12 (*d*).
Train-wrecking	47	20	17	10	16	„ 12 (*e*).
Attempted train-Wrecking	131	116	107	101	84	„ 12 (*f*).
Miscellaneous	356	381	387	387	376	„ 12 (*g*) + 12 (*a*).
TOTAL	18,287	19,231	19,379	19,214	19,288	Total.

*NUMBER OF PERSONS KILLED OR INJURED.	1932-33. Killed.	1932-33. Injured.	1933-34. Killed.	1933-34. Injured.	1934-35. Killed.	1934-35. Injured.	1935-36 Killed.	1935-36 Injured.	1936-37. Killed.	1936-37. Injured.	References.
A.—*In accidents caused by the movement of railway vehicles, exclusive of accidents to trains, etc.*—											Appendix D (*ii*).
Passengers	215	761	204	785	189	794	177	787	164	729	Total (*a*) Col. 29.
Railway servants	184	1,789	177	1,975	183	2,269	164	2,306	178	2,505	„ (*b*) Col. 54.
Other persons	2,225	698	2,307	679	2,545	790	2,599	767	2,769	802	„ (*c*) Col. 54.
Total	2,624	3,248	2,688	3,439	2,917	3,853	2,940	3,860	3,111	4,036	„ (*d*) Col. 54.
B.—*In accidents to trains, rolling-stock and permanent-way*—											Appendix D (*iii*).
Passengers	6	61	21	160	15	74	5	87	13	72	Cols. 313 and 315—(Total)
Railway servants	8	79	9	123	10	107	16	135	7	191	„ 317 & 319— „
Other persons	41	103	45	86	32	42	98	139	56	81	„ 321 & 323— „
Total	55	243	75	369	57	223	119	361	76	344	„ 325 & 327—(Total).
C.—*In accidents on railway premises not connected with the movement of railway vehicles*—											Appendix D (*iv*).
Passengers	10	21	7	19	5	38	3	27	2	31	Cols. 355 & 356—(Total).
Railway servants	24	5,922	33	6,357	24	6,071	22	6,618	16	7,038	„ 357 & 358— „
Other persons	44	75	23	798	28	67	25	84	32	105	„ 359 & 360— „
TOTAL	78	6,018	63	7,174	57	6,176	50	6,729	50	7,174	„ 361 & 362—(Total).
TOTAL PASSENGERS	231	843	232	964	209	906	185	901	179	832	A+B+C above.
TOTAL RAILWAY SERVANTS.	216	7,790	219	8,455	217	8,447	202	9,059	201	9,734	A+B+C above.
TOTAL OTHER PERSONS	2,310	876	2,375	1,563	2,605	899	2,722	990	2,857	988	A+B+C above.
GRAND TOTAL	2,757	9,509	2,826	10,982	3,031	10,252	3,109	10,900	3,237	11,554	A+B+C above.

*Number of persons killed or injured in Railway Workshops, etc., in 1936-37 not included in the above summary.	Railway Servants.	Other Persons.	Total.	Appendix D (*vi*).
Killed	15	1	16	Totals (*b*), (*c*) & (*d*) (*Col. 407*)
Injured	7,280	12	7,292	

Number of persons killed or injured during the year 1936-37 by the movement of trains and railway distinguishing between passengers, railway servants and other persons, and classifying, as

Class of accident.	Nature of Injury.	CLASS I							
		Assam-Bengal.	Bengal and North-Western.	Bengal Nagpur.	Bombay, Baroda and Central India.	Burma.	Eastern Bengal.	East Indian.	Great Indian Peninsula.
7 (*a*)	8	9	10	11	12	13	14	15	16
(*a*) PASSANGERS.									
ACCIDENTS OTHER THAN THOSE TO TRAINS, ETC.									
1. Falling between trains and platforms	Killed	..	..	..	..	..	1	9	3
	Injured	3	3	2	..	1	2	24	7
2. Falling on to the platforms, ballast, etc., when getting into or out of trains.	Killed	..	2	2	..	..	2	1	3
	Injured	2	7	11	1	8	6	9	32
3. Crossing the line at stations	Killed	..	1	..	..	..	3	3	3
	Injured	..	..	..	..	1	1	2	1
4. Closing of carriage doors	Killed	..	..	..	..	..	..	..	..
	Injured	..	..	..	2	2	1	..	..
5. Falling or jumping out of carriages during the running of trains.	Killed	..	3	1	9	1	2	11	10
	Injured	15	74	23	33	28	19	25	56
6. Other accidents	Killed	..	2	..	3	..	1	2	1
	Injured	2	4	..	9	..	..	7	70
TOTAL (*a*)	Killed	..	8	3	12	1	9	26	20
	Injured	22	88	36	45	40	29	67	166
(*b*) RAILWAY SERVANTS.									
(*i*) ACCIDENT IN CONNECTION WITH THE COUPLING AND UNCOUPLING OF VEHICLES.									
1. Coupling or uncoupling vehicles	Killed	..	..	..	1	..	..	2	..
	Injured	3	1	5	105	16	12	129	138
2. Coming in contact, whilst riding on vehicles during shunting, with other vehicles, etc, standing on adjacent lines.	Killed	..	..	..	..	..	..	..	..
	Injured	..	1	..	1	..	2	2	6
3. Passing over or standing upon buffers during shunting.	Killed	..	..	..	..	..	..	..	..
	Injured	1	..	..	3	..	3	1	..
4. Getting on or off or falling off, engines, wagons, etc., during shunting.	Killed	1	..	..	..	1	1	1	1
	Injured	2	..	1	8	16	7	26	27
5. Braking, spragging or choking wheels	Killed	..	..	..	..	..	..	..	1
	Injured	..	..	1	10	3	5	17	39
6. Attending to ground points, marshalling trains, etc.	Killed	..	..	—	..	..	..	..	..
	Injured	..	1	—	2	2	2	5	..
7. Moving vehicles by capstans, turntables, props, etc., during shunting.	Killed	..	..	..	..	..	..	..	..
	Injured	..	..	..	7	..	3	3	..
8. Other accidents during shunting operations not included in the preceding items.	Killed	..	..	1	..	1	2	5	2
	Injured	..	2	..	5	10	15	51	60
TOTAL (*i*)	Killed	1	..	1	1	2	3	8	4
	Injured	6	5	7	141	47	49	234	270

DIX D-(*ii*).

vehicles, exclusive of accidents included in Appendix D (iii), *on all railways oper for traffic, far as practicable, the nature and causes of the accidents occasioning death or injury.*

Railways.						Total Class I Railways.		Total Class II Railways.		Total Class III Railways.		Total all Railways.		Serial No. of Class of Accidents [see Col. 7 (a)].
Jodhpur.	Madras and Southern Mahratta.	Nizam's State.	North Western.	Rohilkund and Kumaon.	South Indian.	1936-37.	*1935-36.*	1936-37.	*1935-36.*	1936-37.	*1935-36.*	1936-37. (Cols. 23, 25 and 27.)	*1935-36.* (Cols. 24, 26 and 28.)	
17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
..	..	..	11	..	..	24	*30*	..	..	..	..	24	*30*	1
..	..	1	21	..	..	64	*44*	..	..	..	..	64	*44*	
..	..	..	8	..	1	19	*21*	..	..	..	..	19	*21*	2
1	..	..	9	..	..	86	*128*	..	..	..	..	86	*128*	
..	1	..	..	..	..	11	*9*	..	..	..	..	11	*9*	3
..	..	..	..	..	..	5	*7*	1	..	..	..	6	*7*	
..	..	..	..	..	..	..	*1*	..	..	..	..	..	*1*	4
..	2	..	2	..	1	10	*5*	..	..	..	..	10	*5*	
..	16	..	32	2	12	99	*101*	2	*5*	..	*1*	101	*107*	5
..	40	2	54	*5*	53	427	*470*	25	*26*	12	*15*	464	*511*	
..	..	..	..	..	..	9	*8*	..	..	..	*1*	9	*8*	6
..	2	..	1	..	1	96	*87*	..	*2*	3	*3*	99	*90*	
..	17	..	51	2	13	162	*170*	2	*5*	..	*2*	164	*177*	Total (a).
1	44	3	87	*5*	55	688	*741*	26	*28*	15	*18*	729	*787*	
..	..	..	4	..	1	8	*8*	..	..	..	..	8	*8*	1
2	69	12	133	..	37	662	*563*	..	*3*	4	*5*	666	*576*	
..	..	..	..	..	..	..	*1*	1	..	..	..	1	*1*	2
..	1	..	3	1	..	17	*12*	2	*1*	..	..	19	*13*	
..	..	..	..	1	..	1	*1*	2	..	..	..	3	*1*	3
..	..	..	..	..	..	8	*8*	..	..	..	..	8	*8*	
..	..	..	..	..	..	5	*1*	..	..	..	..	5	*1*	4
..	5	1	19	..	1	113	*86*	2	*2*	2	..	117	*88*	
..	..	..	..	..	..	1	*1*	..	..	..	..	1	*1*	5
..	10	3	6	..	1	95	*78*	..	..	..	..	95	*78*	
..	1	..	..	..	..	1	..	..	..	..	..	1	..	6
..	1	..	1	..	..	14	*14*	..	..	2	..	16	*14*	
..	..	..	..	..	..	..	..	..	..	..	..	..	..	7
..	..	..	3	..	..	16	*12*	..	..	..	..	16	*12*	
..	2	..	1	..	..	14	*13*	..	..	..	..	14	*13*	8
..	12	4	28	..	5	192	*167*	..	*1*	..	*1*	192	*169*	
..	*3*	..	5	1	1	30	*25*	3	..	..	..	33	*25*	Total. (i)
2	98	20	193	1	44	1,117	*945*	4	*7*	8	*6*	1,129	*958*	

Number of persons killed or injured during the year 1936-37 by the movement of trains and railway between passengers, railway servants and other persons, and classifying, as

Class of accident.	Nature of Injury.	CLASS I							
		Assam-Bengal.	Bengal and North-Western.	Bengal Nagpur.	Bombay, Baroda and Central India.	Burma.	Eastern Bengal.	East Indian.	Great Indian Peninsula.
32	33	34	35	36	37	38	39	40	41
(*b*) RAILWAY SERVANTS—*concld.*									
(*ii*) OTHER ACCIDENTS.									
9. Falling off engines, etc., during the running of trains.	Killed	..	..	..	..	..	..	..	1
	Injured	2	4	1	4	3	4	6	5
10. Coming in contact with over-bridges, or erections on the sides of the line during the running of trains.	Killed	..	..	..	..	..	1	..	..
	Injured	..	..	..	8	..	2	3	1
11. Getting on or off engines, vans, etc., during the running of trains.	Killed	..	..	1	..	..	4	1	1
	Injured	..	1	1	7	4	4	13	48
12. Attending to, or failure of, machinery, etc., of engines in steam.	Killed	..	..	..	..	..	..	..	—
	Injured	..	..	..	2	3	19	197	144
13. Working on the permanent-way, sidings, etc.	Killed	..	..	..	..	..	2	11	9
	Injured	1	1	..	4	4	2	3	7
14. Attending to gates at level-crossings	Killed	..	..	..	3	..	1	..	..
	Injured	..	..	1	..	..	1	..	..
15. Walking, crossing, or standing on the line on duty.	Killed	..	..	6	..	..	6	17	7
	Injured	..	4	10	6	5	2	5	7
16. Being caught between vehicles	Killed	..	..	..	1	..	..	..	..
	Injured	..	..	..	..	..	..	..	—
17. Falling or being caught between trains and platforms, walls, etc.	Killed	..	..	..	..	..	..	2	..
	Injured	..	..	..	3	1	1	3	
18. Walking, etc., on the line on the way home or to work.	Killed	..	..	..	1	3	..	8	2
	Injured	..	..	1	2	2	2	2	2
19. Miscellaneous	Killed	..	..	..	..	2	..	8	2
	Injured	2	2	7	11	30	61	53	175
TOTAL (*ii*).	Killed	..	..	7	5	5	14	47	22
	Injured	5	12	21	47	52	98	285	389
TOTAL RAILWAY SERVANTS (*b*)=[(*i*) + (*ii*)]	Killed	1	..	8	6	7	17	55	26
	Injured	11	17	28	188	99	147	519	659
(*c*) OTHER PERSONS.									
1. Passing over the railway at level crossings	Killed	..	..	1	..	1	8	11	8
	Injured	..	4	..	..	1	1	2	..
2. Trespassing on the line	Killed	39	212	201	137	65	225	487	163
	Injured	36	102	84	71	48	47	127	32
3. Suicides	Killed	1	4	52	14	5	32	191	97
	Injured	..	2	1	3	..	..	3	1
4. Miscellaneous	Killed	..	..	3	3	..	7	15	2
	Injured	1	13	5	4	2	9	11	8
TOTAL OTHER PERSONS (*c*)	Killed	40	216	257	154	71	272	704	270
	Injured	37	121	90	78	51	57	143	41
(*d*) GRAND TOTAL =(*a*) + (*b*) + (*c*)	Killed	41	224	268	172	79	298	785	316
	Injured	70	226	154	311	190	233	729	866

DIX D (*ii*)—*concld.*

vehicles, exclusive of accidents included in Appendix D (iii), on all railways open for traffic distinguishing far as practicable, the nature and causes of the accidents occasioning death or injury.

Railways.						Total Class I Railways.		Total Class II Railways.		Total Class III Railways.		Total all Railways.		Serial No. of Class of accidents (see Col. 32).	
Jodhpur.	Madras and Southern Mahratta.	Nizam's State.	North Western.	Rohilkund and Kumaon.	South Indian.	1936-37.	*1935-36.*	1936-37.	*1935-36.*	1936-37.	*1935-36*	1936-37. (Cols. 48, 50 & 52.)	*1935-36.* (Cols. 49, 51 & 53.)		
42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	
..	..	..	..	..	..	1	*5*	..	..	..	..	1	*5*	9	
2	9	..	10	..	3	53	*54*	..	*7*	..	..	53	*61*		
..	..	..	1	..	..	2	*3*	..	*1*	1	..	3	*4*	10	
..	..	..	3	..	..	17	*22*	..	..	..	*1*	17	*23*		
..	..	..	1	..	..	8	*11*	..	*1*	1	..	9	*12*	11	
..	6	5	39	..	2	130	*107*	1	..	1	*1*	132	*108*		
..	..	..	1	1	..	2	..	..	..	..	..	2	..	12	
..	..	..	37	..	3	405	*553*	1	*1*	..	*2*	406	*556*		
1	..	..	3	..	..	26	*13*	..	*1*	..	..	26	*14*	13	
..	3	..	15	1	1	42	*27*	..	..	..	*1*	42	*28*		
..	..	..	..	..	..	4	*5*	..	..	..	..	4	*5*	14	
..	..	..	..	..	..	2	*9*	..	*2*	1	..	3	*11*		
1	1	4	15	..	3	60	*53*	..	..	..	..	60	*53*	15	
..	8	..	17	..	2	66	*84*	2	..	..	..	68	*84*		
..	..	..	2	..	..	3	*4*	1	..	..	..	4	*4*	16	
..	1	..	3	..	..	4	*3*	1	..	..	..	5	*3*		
..	..	..	..	..	..	2	*5*	1	..	..	..	3	*5*	17	
..	..	..	1	..	1	10	*24*	..	..	.	..	10	*24*		
..	1	2	..	..	..	17	*19*	..	..	..	*1*	17	*20*	18	
..	2	..	18	..	..	31	*22*	..	..	..	*1*	31	*23*		
..	2	..	..	1	1	16	*17*	..	..	..	..	16	*17*	19	
..	121	5	120	..	3	590	*412*	19	*15*	..	..	609	*427*		
2	4	6	23	2	4	141	*135*	2	*3*	2	*1*	145	*139*	Total (*ii*).	
2	150	10	263	1	15	1,350	*1,317*	24	*25*	2	*6*	1,376	*1,348*		
2	7	6	28	3	5	171	*160*	5	*3*	2	*1*	178	*164*	Total (*b*).	
4	248	30	456	2	59	2,467	*2,262*	28	*32*	10	*12*	2,505	*2,306*		
..	..	..	5	..	5	39	*33*	1	..	..	*1*	40	*34*	1	
..	..	..	1	..	..	9	*9*	..	..	2	*1*	11	*10*		
5	112	23	246	10	153	2,078	*1,924*	28	*30*	11	*14*	2,117	*1,968*	2	
10	15	4	52	14	21	663	*615*	20	*24*	20	*17*	703	*656*		
..	51	9	60	4	46	566	*532*	..	*6*	1	*4*	567	*542*	3	
..	..	..	1	..	1	12	*21*	..	..	..	..	12	*21*		
..	3	2	2	1	6	44	*51*	..	*3*	1	*1*	45	*55*	4	
1	2	..	9	..	1	66	*77*	6	*1*	4	*2*	76	*80*		
5	166	34	313	15	210	2,727	*2,540*	29	*39*	13	*20*	2,769	*2,599*	Total (*c*).	
11	17	4	63	14	23	750	*722*	26	*25*	26	*20*	802	*767*		
7	190	40	392	20	228	3,060	*2,870*	36	*47*	15	*23*	3,111	*2,940*	Grand Total (*d*).	
16	309	37	606	21	137	3,905	*3,725*	80	*85*	51	*50*	4,036	*3,860*		

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling different classes of accidents and the number of passengers, railway

CLASS I

ASSAM BENGAL.

Class of accident.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 58 and 59).	Passengers.		Railway servants.		Other persons.		Total.	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 61 63 and 65.)	Injured. (Cols. 62, 64 and 66.)
57	58	59	60	61	62	63	64	65	66	67	68
1. Collisions between passenger trains or parts of passenger trains.	..	..	..	..	..	..	..	..	..	..	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	..	1	1	..	..	..	..	..	..	..	..
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	..	..	..	..	..	..	..	..	..	..	..
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
6. Collisions between light engines	..	..	..	..	..	..	..	..	..	..	..
7. Derailments of passenger trains—											
(a) due to trains running in the wrong direction through points.	..	2	2	..	..	..	..	..	..	..	..
(b) other causes	1	2	3	..	..	..	..	..	..	..	..
8. Other derailments—											
(a) due to trains running in the wrong direction through points.	..	1	1	..	..	..	..	..	..	..	..
(b) other causes	..	..	..	..	..	..	..	..	..	..	..
9. Failure of engines and rolling-stock—											
(a) failures of engines due to faulty design, material or workmanship in the Mechanical Department—											
(1) boilers and tubes	..	..	..	..	..	..	..	..	..	..	..
(2) machinery, springs, etc.	..	..	..	..	..	..	..	..	..	..	..
(b) failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—											
(1) boilers and tubes	..	2	2	..	..	..	..	..	..	..	..
(2) other causes	..	6	6	..	..	..	..	..	..	..	..
(c) The failure of tyres	..	..	..	..	..	..	..	..	..	..	..
(d) Ditto wheels	..	..	..	..	..	..	..	..	..	..	..
(e) Ditto axles	..	..	..	..	..	..	..	..	..	..	..
(f) Ditto brake apparatus	..	..	..	..	..	..	..	..	..	..	..
(g) Ditto couplings and draft gear	..	42	42	..	..	..	..	..	..	..	..
(h) Other Rolling Stock failures	..	..	..	..	..	..	..	..	..	..	..
10. Failure of permanent-way—											
(a) Broken rails	..	14	14	..	..	..	..	..	..	..	..
(b) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	..	..	..	..	..
(c) The flooding of portions of permanent-way	..	2	2	..	..	..	..	..	..	..	..
(d) Slips in cuttings or embankments	..	..	..	..	..	..	..	..	..	..	..
11. Fires—											
(a) Fire in trains	..	..	..	..	..	..	..	..	..	..	..
(b) Fire at stations, or involving injury to bridges or viaducts.	..	17	17	..	..	..	..	..	..	..	..
12. Other accidents—											
(a) Passenger trains running in the wrong direction through points but not derailed.	..	..	..	..	..	..	..	..	..	..	..
(b) Trains running over cattle on the line	..	217	217	..	..	..	..	..	..	..	..
(c) Trains running over obstructions on the line (other than those at level-crossings).	..	..	..	..	..	..	..	..	..	..	..
(d) Trains running over obstructions or vehicles at level crossings.	..	..	..	..	..	..	..	..	..	..	..
(e) Train-wrecking	..	..	..	..	..	..	..	..	..	..	..
(f) Attempted train-wrecking	..	8	8	..	..	..	..	..	..	..	..
(g) Miscellaneous	..	..	..	..	..	..	..	..		..	..
Total	1	314	315	..	..	..	..	..	..	..	..

DIX D (*iii*).

stock, permanent-way, etc., during the year 1936-37 on all railways open for traffic, distinguishing between the servants and other persons, killed or injured in each class of accident.

RAILWAYS.

BENGAL AND NORTH-WESTERN.

Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 69 and 70).	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*		Serial No. of class of accidents (see column No. 57).
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 72, 74 and 76).	Injured. (Cols. 73, 75 and 77).	
69	70	71	72	73	74	75	76	77	78	79	80
..	..	..	..	..	..	..	..	..	..	..	1
..	3	3	..	4	..	..	1	..	1	4	2
..	..	..	..	..	..	..	..	..	..	..	3
..	1	1	..	..	..	..	..	..	..	..	4
..	..	..	..	..	..	..	..	..	..	..	5
..	..	..	..	..	..	..	..	..	..	..	6
..	3	3	..	..	..	..	..	..	..	..	7 (*a*)
..	5	5	..	..	..	1	..	..	..	1	7 (*b*)
..	3	3	..	..	..	..	..	..	..	..	8 (*a*)
..	67	67	..	..	..	9	..	..	..	9	8 (*b*)
..	..	..	..	..	..	..	..	..	..	..	9 (*a*) 1
..	4	4	..	..	..	..	..	..	..	..	9 (*a*) 2
..	..	..	..	..	..	..	..	..	..	..	9 (*b*) 1
..	22	22	..	..	..	..	..	..	..	..	9 (*b*) 2
..	..	..	..	..	..	..	..	..	..	..	9 (*c*)
..	2	2	..	..	..	..	..	..	..	..	9 (*d*)
..	..	..	..	..	..	..	..	..	..	..	9 (*e*)
..	1	1	..	..	..	..	..	..	..	..	9 (*f*)
..	29	29	..	..	..	..	..	..	..	..	9 (*g*)
..	3	3	..	1	..	..	..	..	..	1	9 (*h*)
..	7	7	..	..	..	..	..	..	..	..	10 (*a*)
..	1	1	..	..	..	..	..	..	..	..	10 (*b*)
..	13	13	..	..	..	..	..	..	..	..	10 (*c*)
..	7	7	..	..	..	..	..	..	..	..	10 (*d*)
..	1	1	..	..	..	..	..	..	..	..	11 (*a*)
..	6	6	..	..	..	..	..	..	..	..	11 (*b*)
..	..	..	..	..	..	..	..	..	..	..	12 (*a*)
..	45	45	..	..	..	..	..	..	..	..	12 (*b*)
..	1	1	..	..	..	..	..	..	..	..	12 (*c*)
..	7	7	..	..	..	..	..	1	..	1	12 (*d*)
..	1	1	..	..	..	..	..	..	..	..	12 (*e*)
..	5	5	..	..	..	..	..	..	..	..	12 (*f*)
..	2	2	..	..	..	..	..	..	..	..	12 (*g*)
..	239	239	..	5	..	10	1	1	1	16	Total.

APPEN

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling-stock, different classes of accidents and the number of passengers,

CLASS I

Class of accident.	BENGAL-NAGPUR.									
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total (Cols. 82 and 83.)	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 85, 87 and 89.)	Injured. (Cols. 86, 88 and 90.)
81	82	83	84	85	86	87	88	89	90	91	92
1. Collisions between passenger trains or parts of passenger trains.	..	..	..	..	..	..	..	..	..	..	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	..	..	..	..	..	..	..	..	..	..	..
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	1	29	30	..	..	..	2	..	..	..	2
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	1	1	..	..	..	..	..	..	..	..
6. Collisions between light engines . . .	..	1	1	..	..	..	..	..	..	..	..
7. Derailments of passenger trains—											
(*a*) due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(*b*) other causes	..	3	3	..	..	..	..	..	..	..	..
8. Other derailments—											
(*a*) due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(*b*) other causes	..	60	60	..	..	..	1	..	..	..	1
9. Failure of engines and rolling-stock—											
(*a*) failures of engines due to faulty design, material or workmanship in the Mechanical Department—											
(1) boilers and tubes	..	..	..	..	..	..	..	..	..	..	..
(2) machinery, springs, etc. . . .	..	4	4	..	..	..	..	..	..	..	..
(*b*) failure of engines due to faulty material, workmanship or operation arising from the working of the running staff—											
(1) boilers and tubes	..	63	63	..	..	..	..	..	..	..	..
(2) other causes	..	71	71	..	..	..	..	..	..	..	..
(*c*) The failure of tyres	..	..	..	..	..	..	..	..	..	..	..
(*d*) Ditto wheels	..	1	1	..	..	..	..	..	..	..	..
(*e*) Ditto axles	..	2	2	..	..	..	..	..	..	..	..
(*f*) Ditto brake apparatus . . .	..	..	..	..	..	..	..	..	..	..	..
(*g*) Ditto couplings and draft gear .	..	132	132	..	..	..	..	..	..	..	..
(*h*) Other Rolling Stock failures . . .	..	3	3	..	..	..	..	..	..	..	..
10. Failure of permanent-way—											
(*a*) Broken rails	..	24	24	..	..	..	..	..	..	..	..
(*b*) The failure of tunnels, bridges, viaducts, culverts, etc.	..	1	1	..	..	..	..	..	..	..	..
(*c*) The flooding of portions of permanent-way .	2	..	2	..	..	..	..	..	..	..	..
(*d* Slips in cuttings or embankments . .	..	..	..	..	..	..	..	..	..	..	..
11. Fires—											
(*a*) Fire in trains	..	11	11	..	..	..	..	..	..	..	..
(*b*) Fire at stations, or involving injury to bridges or viaducts.	..	..	..	..	..	..	..	..	..	..	..
12. Other accidents—											
a Passenger trains running in the wrong direction through points but not derailed.	..	..	..	..	..	..	..	..	..	..	..
(*b*) Trains running over cattle on the line. .	..	89	89	..	..	..	..	..	..	..	..
(*c*) Trains running over obstructions on the line (other than those at level crossings).	..	2	2	..	..	..	..	..	..	..	..
(*d*) Trains running over obstructions or vehicles at level crossing.	..	..	..	..	..	..	..	..	..	..	..
(*e*) Train-wrecking	..	..	..	..	..	..	..	..	..	..	..
(*f*) Attempted train wrecking . . .	..	9	9	..	..	..	..	..	..	..	..
(*g*) Miscellaneous	..	20	20	..	..	..	1	..	8	..	9
Total .	3	526	529	..	..	..	4	..	8	..	12

DIX D (*iii*)—*contd.*

permanent-way, etc., during the year 1936-37 on all railways, open for traffic, distinguishing between the railway servants and other persons, killed or injured in each class of accident.

RAILWAYS—*contd.*

BOMBAY, BARODA AND CENTRAL INDIA.

Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 93 and 94.)	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*		Serial No. of Class of Accidents. (See column No. 81.)
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 96, 98 and 100.)	Injured. (Cols. 97, 99 and 101.)	
93	94	95	96	97	98	99	100	101	102	103	104
..	3	3	..	..	..	..	..	..	..	..	1
..	1	1	..	..	..	..	..	..	..	..	2
..	..	..	..	..	..	..	..	..	..	..	3
..	2	2	..	..	..	1	..	..	..	1	4
..	1	1	..	..	..	..	..	..	..	..	5
..	1	1	..	..	..	..	..	..	..	..	6
..	30	30	..	..	..	1	..	..	..	1	7 (*a*)
..	4	4	..	..	..	..	..	..	..	..	7 (*b*)
..	18	18	..	..	..	..	..	..	..	..	8 (*a*)
..	645	645	..	..	..	..	..	..	..	..	8 (*b*)
..	4	4	..	..	..	..	..	..	..	..	9 (*a*) 1
..	11	11	..	..	..	..	..	..	..	..	9 (*a*) 2
..	20	20	..	..	..	..	..	..	..	..	9 (*b*) 1
..	121	121	..	..	..	..	..	..	..	..	9 (*b*) 2
..	..	..	..	..	..	..	..	..	..	..	9 (*c*)
..	..	..	..	..	..	..	..	..	..	..	9 (*d*)
..	..	..	..	..	..	..	..	..	..	..	9 (*e*)
..	5	5	..	..	..	..	..	..	..	..	9 (*f*)
..	456	456	..	..	..	..	..	..	..	..	9 (*g*)
..	..	..	..	..	..	..	..	..	..	..	9 (*h*)
..	50	50	..	..	..	..	..	..	..	..	10 (*a*)
..	..	..	..	..	..	..	..	..	..	..	10 (*b*)
..	7	7	..	..	..	..	..	..	..	..	10 (*c*)
..	6	6	..	..	..	..	..	..	..	..	10 (*d*)
..	4	4	..	..	..	..	..	..	..	..	11 (*a*)
..	..	..	..	..	..	..	..	..	..	..	11 (*b*)
..	2	2	..	..	..	..	..	..	..	..	12 (*a*)
..	792	792	..	..	..	..	..	..	..	..	12 (*b*)
..	20	20	..	..	..	..	..	..	..	..	12 (*c*)
..	..	..	..	..	..	..	..	..	..	..	12 (*d*)
..	..	..	..	..	..	..	..	..	..	..	12 (*e*)
2	..	2	..	..	..	..	..	..	..	..	12 (*f*)
..	9	9	..	..	..	..	..	..	..	..	12 (*g*)
2	2,212	2,214	..	..	..	2	..	..	..	2	Total.

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling different classes of accidents and the number of passengers, railway

CLASS I

BURMA.

Class of accident.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 106 and 107.)	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 109, 111 and 113.)	Injured. (Cols. 110, 112 and 114.)
105	106	107	108	109	110	111	112	113	114	115	116
1. Collisions between passenger trains or parts of passenger trains.	..	..	..	..	..	..	..	..	..	..	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	..	..	..	..	..	..	..	..	..	..	..
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains engines and vehicles standing foul of the line.	..	..	..	..	..	..	..	..	..	..	..
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
6. Collisions between light engines	..	..	..	..	..	..	..	..	..	..	..
7. Derailments of passenger trains—											
(a) due to trains running in the wrong direction through points.	2	..	2	..	..	..	..	..	..	..	..
(b) other causes	6	..	6	2	5	..	6	..	..	2	11
8. Other derailments—											
a) due to trains running in the wrong direction through points.	..	..		..	..	..	..	..	..	..	..
(b) other causes	..	11	11	..	..	..	..	..	..	..	..
9. Failure of engines and rolling-stock—											
(a) failures of engines due to faulty design, material or workmanship in the mechanical Department—											
(1) boilers and tubes	..	2	2	..	..	..	..	..	..	..	..
(2) machinery, springs, etc.	..	16	16	..	..	..	..	..	..	..	..
(b) failure of engines due to faulty material, workmanship or operation arising from the working of the running staff—											
(1) boilers and tubes	..	3	3	..	..	..	..	..	..	..	..
(2) other causes	..	34	34	..	..	..	..	..	..	..	..
(c) The failure of tyres	..	..	..	..	..	..	..	..	..	..	..
(d) Ditto wheels	..	..	..	..	..	..	..	..	..	..	..
(e) Ditto axles	..	2	2	..	..	..	..	..	..	..	..
(f) Ditto brake apparatus	..	1	1	..	..	..	..	..	..	..	..
(g) Ditto couplings and draft gear	..	46	46	..	..	..	..	..	..	..	..
(h) Other Rolling Stock failures	1	1	2	..	..	..	..	..	..	..	..
10. Failure of permanent-way—											
(a) Broken rails	..	4	4	..	..	..	..	..	..	..	..
(b) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	..	..	..	..	..
(c) The flooding of portions of permanent-way	6	4	10	..	..	..	..	..	..	..	..
(d) Slips in cuttings or embankments	..	3	3	..	..	..	..	..	..	..	..
11. Fires—											
(a) Fire in trains	..	4	4	..	..	..	..	..	..	..	..
(b) Fire at stations, or involving injury to bridges or viaducts.	..	2	2	..	..	..	..	..	..	..	..
12. Other acciedents—											
(a) Passenger trains running in the wrong direction through points but not derailed.	..	1	1	..	..	..	..	..	..	..	..
(b) Trains running over cattle on the line	4	495	499	..	..	..	3	..	..	..	3
(c) Trains running over obstructions on the line (other than those at level-crossings).	..	8	8	..	..	..	..	..	..	..	..
(d) Trains running over obstructions or vehicles at level crossings.	1	3	4	..	..	..	..	1	..	1	..
(e) Train-wrecking	..	..	..	..	..	..	..	..	..	..	..
(f) Attempted train wrecking	..	7	7	..	..	..	..	..	..	..	..
(g) Miscellaneous	1	15	16	..	..	..	..	..	..	..	..
Total	21	662	683	2	5	..	9	1	..	3	14

DIX D (*iii*)—*contd.*

stock, permanent-way, etc., during the year 1936-37 on all railways open for traffic, distinguishing between the servants and other persons, killed or injured in each class of accident.

RAILWAYS—*contd.*

EASTERN BENGAL.

Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 117 and 118.)	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*		Serial No. of Class of Accidents. (See column No. 105.)
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 120, 122 and 124.)	Injured. (Cols. 121, 123 and 125.)	
117	118	119	120	121	122	123	124	125	126	127	128
..	..	..	..	..	..	..	..	..	..	..	1
1	..	1	..	..	..	..	..	..	..	..	2
1	..	1	1	6	..	3	..	..	1	9	3
..	..	..	..	..	..	..	..	..	..	..	4
..	..	..	..	..	..	..	..	..	..	..	5
..	..	..	..	..	..	..	..	..	..	..	6
..	..	..	..	..	..	..	..	..	..	..	7 (*a*)
11	..	11	..	..	..	..	..	..	..	..	7 (*b*)
..	1	1	..	..	..	..	..	..	..	..	8 (*a*)
..	38	38	..	..	..	..	..	..	..	..	8 (*b*)
..	4	4	..	..	..	..	..	..	..	..	9 (*a*) 1
..	12	12	..	..	..	..	..	..	..	..	9 (*a*) 2
..	8	8	..	..	..	..	..	..	..	..	9 (*b*) 1
..	38	38	..	..	..	..	..	..	..	..	9 (*b*) 2
..	1	1	..	..	..	..	..	..	..	..	9 (*c*)
..	.. 2	.. 2	..	..	..	..	..	..	..	..	9 (*d*)
..	..	..	..	..	..	..	..	..	..	..	9 (*e*)
..	..	..	..	..	..	..	..	..	..	..	9 (*f*)
..	89	89	..	..	..	..	..	..	..	..	9 (*g*)
..	..	..	..	..	..	..	..	..	..	..	9 (*h*)
..	14	14	..	..	..	..	..	..	..	..	10 (*a*)
..	..	..	..	..	..	..	..	..	..	..	10 (*b*)
3	4	7	..	..	..	..	..	..	..	..	10 (*c*)
..	2	2	..	..	..	..	..	..	..	..	10 (*d*)
3	..	3	..	..	..	..	..	..	..	..	11 (*a*)
5	4	9	..	..	..	1	..	..	..	1	11 (*b*)
..	..	..	..	..	..	..	..	..	..	..	12 (*a*)
..	183	183	..	..	..	..	..	..	..	..	12 (*b*)
9	..	9	..	..	..	1	..	..	..	1	12 (*c*)
5	..	5	..	..	..	..	..	2	..	2	12 (*d*)
..	..	..	..	..	..	..	..	..	..	..	12 (*e*)
6	..	6	..	..	..	..	..	..	..	..	12 (*f*)
..	6	6	..	..	..	..	..	..	..	..	12 (*g*)
44	406	450	1	6	..	5	..	2	1	13	Total.

APPEN

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling different classes of accidents and the number of passengers, railway

CLASS I

EAST INDIAN.

Class of accident.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 130 and 131.)	Passengers.		Railway servants.		Other persons.		Total.	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 133, 135 and 137.)	Injured. (Cols. 134, 136 and 138.)
129	130	131	132	133	134	135	136	137	138	139	140
1. Collisions between passenger trains or parts of passenger trains.	2	..	2	1	11	..	71	..	..	1	82
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	1	3	4	..	9	..	51	..	..	..	60
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	1	17	18	..	..	..	4	..	..	..	4
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	3	3	..	..	..	..	..	..	..	..
6. Collisions between light engines . . .	..	6	6	..	..	..	..	..	..	..	..
7. Derailments of passenger trains—											
(*a*) due to trains running in the wrong direction through points.	..	6	6	..	1	..	..	..	..	..	1
(*b* other causes	4	7	11	1	4	..	1	..	..	1	5
8. Other derailments—											
(*a*) due to trains running in the wrong direction through points.	..	6	6	..	..	1	..	..	..	1	..
(*b*) other causes	1	622	623	..	..	..	3	..	..	..	3
9. Failure of engines and rolling-stock—											
(*a*) failures of engines due to faulty design, material or workmanship in the Mechanical Department—											
(1) boilers and tubes	..	2	2	..	..	..	..	..	..	..	..
(2) machinery, springs, etc. . . .	..	54	54	..	..	..	..	..	..	..	..
(*b*) failure of engines due to faulty material, workmanship or operation arising from the working of the running staff—											
(1) boilers and tubes	..	9	9	..	..	..	..	..	..	..	..
(2) other causes	..	183	183	..	..	..	..	..	..	..	..
(*c*) The failure of tyres	..	2	2	..	..	..	..	..	..	..	..
(*d*) Ditto wheels	..	..	..	..	..	..	..	..	..	..	..
(*e*) Ditto axles	1	8	9	..	..	..	..	..	..	..	..
(*f*) Ditto brake apparatus . . .	..	..	..	..	..	..	..	..	..	..	..
(*g*) Ditto couplings and draft gear .	..	580	580	..	..	..	1	..	..	..	1
(*h*) Other Rolling Stock failures . .	..	2	2	..	..	..	..	..	..	..	..
10. Failure of permanent-way—											
(*a*) Broken rails	..	55	55	..	..	..	..	..	..	..	..
(*b*) the failure of tunnels, bridges, viaducts, culverts, etc.	..	1	1	..	..	..	..	..	..	..	..
(*c*) The flooding of portions of permanent-way .	8	10	18	..	..	..	..	..	..	..	..
(*d*) Slips in cuttings or embankments . .	..	2	2	..	..	..	..	..	..	..	..
11. Fires—											
(*a*) Fire in trains	..	9	9	..	..	..	..	..	..	..	..
(*b*) Fire at stations, or involving injury to bridges or viaducts.	..	10	10	..	..	..	..	..	..	..	..
12. Other accidents—											
(*a*) Passenger trains running in the wrong direction through points but not derailed.	..	14	14	..	..	..	..	..	..	..	..
(*b*) Trains running over cattle on the line . .	..	1,156	1,156	..	..	..	..	..	..	..	..
(*c*) Trains running over obstructions on the line (other than those at level-crossings).	2	14	16	..	..	5	2	..	..	5	2
(*d*) Trains running over obstructions or vehicles at level crossings.	1	11	12	..	..	..	..	1	..	1	..
(*e*) Train-wrecking	..	..	..	..	..	..	..	..	..	..	..
(*f*) Attemptde train wrecking	4	4	8	..	..	..	..	..	..	..	..
(*g*) Miscellaneous	..	63	63	..	..	..	2	..	..	..	2
Total .	25	2,859	2,884	2	25	6	135	1	..	9	160

DIX D (*iii*)—*contd.*

stock, permanent-way, etc., during the year 1936-37 on all railways open for traffic, distinguishing between the servants and other persons, killed or injured in each class of accident.

RAILWAYS—*contd.*

GREAT INDIAN PENINSULA.

Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 141 and 142.)	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*		Serial No. of Class of Accidents. (See column No. 129.)
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 144, 146 and 148.)	Injured. (Cols. 145, 147, and 149.)	
141	142	143	144	145	146	147	148	149	150	151	152
..	1	1	..	..	..	..	..	..	..	..	1
..	5	5	..	2	..	..	..	..	..	2	2
..	4	4	..	..	..	..	..	..	..	..	3
..	21	21	..	..	..	6	..	..	..	6	4
..	80	80	..	..	..	..	..	..	..	..	5
..	11	11	..	..	..	4	..	..	..	4	6
..	..	..	..	..	..	..	..	..	..	..	7 (*a*)
2	30	32	..	2	..	2	1	..	1	4	7 (*b*)
..	4	4	..	..	..	..	..	..	..	..	8 (*a*)
..	451	451	..	..	..	..	..	..	..	..	8 (*b*)
..	1	1	..	..	..	..	..	..	..	..	9 (*a*) 1
..	52	52	..	..	..	..	..	..	..	..	9 (*a*) 2
..	21	21	..	..	..	..	..	..	..	..	9 (*b*) 1
..	*518	*518	..	..	..	..	..	..	..	..	9 (*b*) 2
..	2	2	..	..	..	..	..	..	..	..	9 (*c*)
..	..	..	..	..	..	..	..	..	..	..	9 (*d*)
..	1	1	..	..	..	..	..	..	..	..	9 (*e*)
..	3	3	..	..	..	..	..	..	..	..	9 (*f*)
..	422	422	..	..	..	..	..	..	..	..	9 (*g*)
..	22	22	..	..	..	..	..	..	..	..	9 (*h*)
..	48	48	..	..	..	..	..	..	..	..	10 (*a*)
..	..	..	..	..	..	..	..	..	..	..	10 (*b*)
..	..	..	..	..	..	..	..	..	..	..	10 (*c*)
..	6	6	..	..	..	..	..	..	..	..	10 (*d*)
4	108	112	1	4	..	..	..	..	1	4	11 (*a*)
..	1	1	..	..	..	..	..	..	..	..	11 (*b*)
..	..	..	..	..	..	..	..	..	..	..	12 (*a*)
..	1,437	1,437	..	..	..	..	..	..	..	..	12 (*b*)
..	6	6	..	..	..	..	..	..	..	..	12 (*c*)
1	8	9	..	..	..	1	1	3	1	4	12 (*d*)
..	13	13	..	..	..	..	..	..	..	..	12 (*e*)
..	2	2	..	..	..	..	..	..	..	..	12 (*f*)
..	44	44	..	..	..	1	..	..	..	1	12 (*g*)
7	3,322	3,329	1	8	..	14	2	3	3	25	Total.

* Includes 339 Electrical multiple units failures on Suburban Service.

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling different classes of accidents and the number of passengers, railway

CLASS I

JODHPUR.

Class of accident.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 154 & 155.)	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 157, 159 & 161.)	Injured. (Cols. 158, 160 & 162.)
153	154	155	156	157	158	159	160	161	162	163	164
1. Collisions between passenger trains or parts of passenger trains.	..	..	..	..	..	..	..	..	..	..	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	2	..	2	..	..	..	..	..	..	..	..
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	..	..	..	..	..	..	..	..	..	..	..
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
6. Collisions between light engines . . .	..	..	..	..	..	..	..	..	..	..	..
7. Derailments of passenger trains—											
(*a*) due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(*b*) other causes	4	..	4	..	..	..	..	..	..	..	..
8. Other derailments—											
(*a*) due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(*b*) other causes	..	2	2	..	..	..	..	..	..	..	..
9. Failure of engines and rolling-stock—											
(*a*) failures of engines due to faulty design, material or workmanship in the Mechanical Department—											
(1) boilers and tubes	..	..	..	..	..	..	..	..	..	..	..
(2) machinery, springs, etc. . . .	..	24	24	..	..	..	..	..	..	..	..
(*b*) failure of engines due to faulty material, workmanship or operation arising from the working of the running staff—											
(1) boilers and tubes	..	8	8	..	..	..	..	..	..	..	..
(2) other causes	..	19	19	..	..	..	..	..	..	..	..
(*c*) The failure of tyres	..	..	..	..	..	..	..	..	..	..	..
(*d*) Ditto wheels	..	..	..	..	..	..	..	..	..	..	..
(*e*) Ditto axles	..	..	..	..	..	..	..	..	..	..	..
(*f*) Ditto brake apparatus . . .	..	..	..	..	..	..	..	..	..	..	..
(*g*) Ditto couplings and draft gear .	..	15	15	..	..	..	..	..	..	..	..
(*h*) Other Rolling Stock failures . . .	..	..	..	..	..	..	..	..	..	..	..
10. Failure of permanent-way—											
(*a*) Broken rails	..	..	..	..	..	..	..	..	..	..	..
(*b*) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	..	..	..	..	..
(*c*) The flooding of portions of permanent-way .	..	..	..	..	..	..	..	..	..	..	..
(*d*) Slips in cuttings or embankments . .	..	..	..	..	..	..	..	..	..	..	..
11. Fires—											
(*a*) Fire in trains	..	2	2	..	..	..	..	..	..	..	..
(*b*) Fire at stations, or involving injury to bridges or viaducts.	..	..	..	..	..	..	..	..	..	..	..
12. Other accidents—											
(*a*) Passenger trains running in the wrong direction through points but not derailed.	..	1	1	..	..	..	..	..	..	..	..
(*b*) Trains running over cattle on the line . .	..	95	95	..	..	..	..	..	..	..	..
(*c*) Trains running over obstructions on the line (other than those at level-crossings).	..	7	7	..	..	..	..	..	..	..	..
(*d*) Trains running over obstructions or vehicles at level crossings.	..	..	..	..	..	..	..	..	..	..	..
(*e*) Train-wrecking	..	..	..	..	..	..	..	..	..	..	..
(*f*) Attempted train wrecking	..	11	11	..	..	..	..	..	..	..	..
Miscellaneous	..	..	..	..	..	..	..	..	..	..	..
Total .	6	184	190	..	..	..	..	..	..	..	..

DIX D (*iii*)—*contd.*

stock, permanent-way, etc., during the year 1936-37 on all railways open for traffic, distinguishing between the servants and other persons, killed or injured in each class of accident.

RAILWAYS—*contd.*

MADRAS AND SOUTHERN MAHRATTA.

Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 165 & 166).	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*		Serial No. of Class of Accidents. (See column No. 153.)
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 168, 170 & 172.)	Injured. (Cols. 169, 171 & 173.)	
165	166	167	168	169	170	171	172	173	174	175	176
1	..	1	..	2	..	..	..	..	..	2	1
1	..	1	..	..	..	..	..	..	..	..	2
..	..	..	..	..	..	..	..	..	..	..	3
1	12	13	1	..	..	..	..	..	1	..	4
..	—	..	..	..	..	..	..	..	..	..	5
..	..	..	..	..	..	..	..	..	..	..	6
3	..	3	..	..	..	..	..	..	..	..	7 (*a*)
3	..	3	..	..	..	2	..	..	..	2	7 (*b*)
..	11	11	..	..	..	..	..	..	..	..	8 (*a*)
..	7	7	..	..	..	..	..	..	..		8 (*b*)
..	2	2	..	..	..	..	..	..	..	..	9 (*a*) 1
..	34	34	..	..	..	..	..	..	..	..	9 (*a*) 2
..	29	29	..	..	..	..	..	..	..	..	9 (*b*) 1
..	69	69	..	..	..	..	..	..	..	..	9 (*b*) 2
..	1	1	..	..	..	..	..	..	..	..	9 (*c*)
..	1	1	..	..	..	..	..	..	..	..	9 (*d*)
1	11	12	..	..	..	..	..	..	..	..	9 (*e*)
..	..	..	..	..	..	..	..	..	..	..	9 (*f*)
2	18	20	..	..	..	..	..	..	..	..	9 (*g*)
..	..	..	..	..	..	..	..	..	..	..	9 (*h*)
..	36	36	..	..	..	..	..	..	..	..	10 (*a*)
..	..	..	..	..	..	..	..	..	..	..	10 (*b*)
3	..	3	..	..	..	..	..	..	..	..	10 (*c*)
..	..	..	..	..	..	..	..	..	..	..	10 (*d*)
..	14	14	..	..	..	..	..	..	..	..	11 (*a*)
..	1	1	..	..	..	..	..	..	..	..	11 (*b*)
..	7	7	..	..	..	..	..	..	..	..	12 (*a*)
..	848	848	..	..	..	..	..	..	..	..	12 (*b*)
..	..	..	..	..	..	..	..	..	..	..	12 (*c*)
6	..	6	..	..	..	1	..	2	..	3	12 (*d*)
1	..	1	..	..	..	..	..	..	..	..	12 (*e*)
16	..	16	..	..	..	..	..	..	..	..	12 (*f*)
..	20	20	..	..	..	1	..	1	..	2	12 (*g*)
38	1,121	1,159	1	2	..	4	..	3	1	9	Total.

APPEN

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling-
different classes of accidents and the number of passengers, railway

CLASS I

Class of accident.	Nizam's State.										
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 178 & 179.)	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 181, 183 & 185.)	Injured (Cols. 182, 184 & 186.)
177	178	179	180	181	182	183	184	185	186	187	188
1. Collisions between passenger trains or parts of passenger trains.	..	..	..	..	..	..	..	..	..	..	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	..	..	..	..	..	..	..	..	..	..	..
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
4 Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	..	1	1	..	..	..	..	..	..	..	..
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
6. Collisions between light engines	..	..	..	..	..	..	..	..	..	..	..
7. Derailments of passenger trains—											
(*a*) due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(*b*) other causes	2	..	2	4	9	..	2	..	1	4	12
8 Other derailments—											
(*a*) due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(*b*) other causes	..	11	11	..	..	..	..	..	..	..	..
9. Failure of engines and rolling-stock—											
(*a*) failures of engines due to faulty design, material or workmans hip in the Mechanical Department—											
(1) boilers and tubes	..	3	3	..	..	..	..	..	..	..	..
(2) machinery, springs, etc.	..	6	6	..	..	..	..	..	..	..	..
(*b*) failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—											
(1) boilers and tubes	..	6	6	..	..	..	..	..	..	..	..
(2) other causes	..	20	20	..	..	..	..	..	..	..	..
(*c*) The failure of tyres	..	..	..	..	..	..	..	..	..	..	..
(*d*) Ditto wheels	..	..	..	..	..	..	..	..	..	..	..
(*e*) Ditto axles	..	..	..	..	..	..	..	..	..	..	..
(*f*) Ditto brake apparatus	..	3	3	..	..	..	..	..	..	..	..
(*g*) Ditto couplings and draft gear	..	79	79	..	..	..	..	..	..	..	..
(*h*) Other Rolling Stock failures	..	11	11	..	..	..	..	..	..	..	..
10. Failure of permanent-way—											
(*a*) Broken rails	..	..	..	..	..	..	..	..	..	..	..
(*b*) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	..	..	..	..	..
(*c*) The flooding of portions of permanent-way	..	..	..	..	..	..	..	..	..	..	..
(*d*) Slips in cuttings or embankments	..	1	1	..	..	..	..	..	..	..	..
11. Fires—											
(*a*) Fire in trains	..	1	1	..	..	..	..	..	..	..	..
(*b*) Fire at stations, or involving injury to bridges or viaducts.	..	1	1	..	..	..	..	..	..	..	..
12. Other accidents—											
(*a*) Passenger trains running in the wrong direction through points but not derailed.	..	2	2	..	..	..	..	..	..	..	..
(*b*) Trains running over cattle on the line	..	260	260	..	..	..	..	..	..	..	..
(*c*) Trains running over obstructions on the line (other than those at level-crossings).	2	..	2	..	..	..	..	..	..	..	..
(*d*) Trains running over obstructions or vehicles at level crossings.	4	..	4	..	..	..	..	17	8	17	8
(*e*) Train-wrecking	..	..	..	..	..	..	..	..	..	..	..
(*f*) Attempted train wrecking	2	..	2	..	..	..	..	..	..	..	..
(*g*) Miscellaneous	..	2	2	..	..	..	..	..	..	..	..
Total	10	407	417	4	9	..	2	17	9	21	20

DIX D (*iii*)—*contd.*

stock, permanent-way, etc., during the year 1936-37 on all railways open for traffic, distinguishing between the servants and other persons, killed or injured in each class of accident.

RAILWAYS—*contd.*

NORTH WESTERN.

Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 189 and 190.)	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*		Serial No. of class of accidents (See column No. 177)
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 192, 194 & 196.)	Injured. (Cols. 193, 195 and 197.)	
189	190	191	192	193	194	195	196	197	198	199	200
4	..	4	..	..	..	..	..	..	..	..	1
3	1	4	2	2	..	..	..	..	2	2	2
..	..	..	..	..	..	..	..	..	..	..	3
..	1	1	..	..	1	..	..	..	1	..	4
..	1	1	..	..	..	1	..	..	..	1	5
..	2	2	..	..	..	2	..	..	..	2	6
6	1	7	..	..	..	..	..	..	..	..	7 (*a*)
24	2	26	..	..	..	..	..	..	..	..	7 (*b*)
..	609	609	..	..	..	..	..	..	..	..	8 (*a*)
..	552	552	..	..	..	..	..	..	..	..	8 (*b*)
..	42	42	..	..	..	..	..	..	..	..	9 (*a*) 1
..	12	12	..	..	..	..	..	..	..	..	9 (*a*) 2
..	110	110	..	..	..	..	..	..	..	..	9 (*b*) 1
..	*45	45	..	..	..	..	..	..	..	..	9 (*b*) 2
..	1	1	..	..	..	..	..	..	..	..	9 (*c*)
..	..	..	..	..	..	..	..	..	..	..	9 (*d*)
1	..	1	..	..	..	..	..	..	..	..	9 (*e*)
..	..	..	..	..	..	..	..	..	..	..	9 ( )
..	32	32	..	..	..	..	..	..	..	..	9 (*g*)
..	2	2	..	..	..	..	..	..	..	..	9 (*h*)
..	35	35	..	..	..	..	..	..	..	..	10 (*a*)
..	..	..	..	..	..	..	..	..	..	..	10 (*b*)
3	15	18	..	..	..	..	..	..	..	..	10 (*c*)
..	5	5	..	..	..	..	..	..	..	..	10 (*d*)
1	4	5	..	..	..	..	..	..	..	..	11 (*a*)
..	2	2	..	..	..	..	1	..	1	..	11 (*b*)
..	1	1	..	..	..	..	..	..	..	..	12 (*a*)
..	866	866	..	..	..	..	..	..	..	..	12 (*b*)
..	21	21	..	..	..	..	..	..	..	..	12 (*c*)
14	1	15	..	..	..	..	4	12	4	12	12 (*d*)
..	1	1	..	..	..	..	..	..	..	..	12 (*e*)
2	2	4	..	..	..	..	..	..	..	..	12 (*f*)
..	42	42	..	..	..	..	..	..	..	..	12 (*g*)
58	2,408	2,466	2	2	1	3	5	12	8	17	Total.

*Includes one failure of rail motor and six of steam coaches.

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling-

different classes of accidents and the number of passengers, railway

Class of accident.	CLASS I — Rohilkund and Kumaon.										
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 202 & 203.)	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 205, 207 & 209.)	Injured. (Cols. 206, 208 & 210.)
201	202	203	204	205	206	207	208	209	210	211	212
1. Collisions between passenger trains or parts of passenger trains.	..	..	..	..	..	..	..	..	..	..	..
2. Collision between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	..	1	1	..	..	..	..	..	..	..	..
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	..	..	..	..	..	..	..	..	..	..	..
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
6. Collisions between light engines . . .	..	..	..	..	..	..	..	..	..	..	..
7. Derailments of passenger trains—											
(*a*) Due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(*b*) Other causes	..	..	..	..	..	..	..	..	..	..	..
8. Other derailments—											
(*a*) Due to trains running in the wrong direction through points.	..	1	1	..	..	..	..	..	..	..	..
(*b*) Other causes	..	10	10	..	..	..	..	..	..	..	..
9. Failure of engines and rolling-stock—											
(*a*) Failures of engines due to faulty design, material or workmanship in the Mechanical Department—											
(1) boilers and tubes	..	..	..	..	..	..	..	..	..	..	..
(2) machinery, springs, etc. . . .	..	8	8	..	..	..	..	..	..	..	..
(*b*) Failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—											
(1) boilers and tubes	..	3	3	..	..	..	..	..	..	..	..
(2) other causes	..	6	6	..	..	..	..	..	..	..	..
(*c*) The failure of tyres	..	..	..	..	..	..	..	..	..	..	..
(*d*) Ditto wheels	..	..	..	..	..	..	..	..	..	..	..
(*e*) Ditto axles	..	..	..	..	..	..	..	..	..	..	..
(*f*) Ditto brake apparatus . . .	..	..	..	..	..	..	..	..	..	..	..
(*g*) Ditto couplings and draft gear .	..	10	10	..	..	..	..	..	..	..	..
(*h*) Other rolling stock failures . . .	..	1	1	..	..	..	..	..	..	..	..
10. Failure or permanent-way—											
(*a*) Broken rails	..	1	1	..	..	..	..	..	..	..	..
(*b*) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	..	..	..	..	..
(*c*) The flooding of portions of permanent-way .	..	2	2	..	..	..	..	..	..	..	..
(*d*) Slips in cuttings or embankments . .	..	..	..	..	..	..	..	..	..	..	..
11. Fires—											
(*a*) Fire in trains	..	..	..	..	..	..	..	..	..	..	..
(*b*) Fire at stations, or involving injury to bridges or viaducts.	..	..	..	..	..	..	..	..	..	..	..
12. Other accidents—											
(*a*) Passenger trains running in the wrong direction through points but not derailed.	.	5	5	..	..	..	..	..	..	..	..
(*b*) Trains running over cattle on the line . .	..	29	29	..	..	..	..	..	..	..	..
(*c*) Trains running over obstructions on the line (other than those at level-crossings).	..	..	..	..	..	..	..	..	..	..	..
(*d*) Train running over obstructions or vehicles at level crossings.	.	3	3	..	..	..	..	..	..	..	..
(*e*) Train-wrecking	..	..	..	..	..	..	..	..	..	..	..
(*f*) Attempted train-wrecking	..	..	..	..	..	..	..	..	..	..	..
(*g*) Miscellaneous	..	2	2	..	..	..	..	..	..	..	..
Total .	..	82	82	..	..	..	..	..	..	..	..

DIX D *(iii)—contd.*

stock, permanent-way, etc., during the year 1936-37 on all railways open for traffic, distinguishing between the servants and other persons killed or injured in each class of accident.

RAILWAYS—*contd.*

SOUTH INDIAN.

Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 213 and 214.)	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*		Serial No. of class of accidents. (See column No. 201.)
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured	Killed. (Cols. 216, 218 & 220.)	Injured. (Cols. 217, 219 and 221.)	
213	214	215	216	217	218	219	220	221	222	223	224
..	..	..	..	..	..	..	..	..	..	..	1
..	..	..	..	..	..	..	..	..	..	..	2
..	..	..	..	..	..	..	..	..	..	..	3
..	..	..	..	..	..	..	..	..	..	..	4
..	..	..	..	..	..	..	..	..	..	..	5
..	..	..	..	..	..	..	..	..	..	..	6
..	..	..	..	..	..	..	..	..	..	..	7 (*a*)
5	..	5	..	..	..	..	..	..	..	..	7 (*b*)
1	1	2	..	..	..	..	..	..	..	..	8 (*a*)
..	5	5	..	..	..	..	..	..	..	..	8 (*b*)
..	12	12	..	..	..	..	..	..	..	..	9 (*a*) 1
..	62	62	..	..	..	..	..	..	..	..	9 (*a*) 2
..	4	4	..	..	..	..	..	..	..	..	9 (*b*) 1
..	34	34	..	..	..	..	..	..	..	..	9 (*b*) 2
..	..	..	..	..	..	..	..	..	..	..	9 (*c*)
..	..	..	..	..	..	..	..	..	..	..	9 (*d*)
2	..	2	..	..	..	..	..	..	..	..	9 (*e*)
..	8	8	..	..	..	..	..	..	..	..	9 (*f*)
41	140	181	..	..	..	..	..	..	..	..	9 (*g*)
1	114	115	..	..	..	..	..	..	..	..	9 (*h*)
7	..	7	..	..	..	..	..	..	..	..	10 (*a*)
..	..	..	..	..	..	..	..	..	..	..	10 (*b*)
..	..	..	..	..	..	..	..	..	..	..	10 (*c*)
1	..	1	..	..	..	..	..	..	..	..	10 (*d*)
1	..	1	..	..	..	..	..	..	..	..	11 (*a*)
..	..	..	..	..	..	..	..	..	..	..	11 (*b*)
16	..	16	..	..	..	..	..	..	..	..	12 (*a*)
..	2,474	2,474	..	..	..	..	..	..	..	..	12 (*b*)
20	..	20	..	..	..	..	..	..	..	..	12 (*c*)
7	1	8	..	..	..	..	1	..	1	..	12 (*d*)
..	..	..	..	..	..	..	..	..	..	..	12 (*e*)
..	..	..	..	..	..	..	..	..	..	..	12 (*f*)
..	..	..	..	..	..	..	..	..	..	..	12 (*g*)
102	2,855	2,957	..	..	..	..	1	..	1	..	Total.

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling

different classes of accidents and the number of passengers

Class of accident.	Total Class I								
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 226 & 227.)	*Passengers.*		*Railway servants.*		*Other persons.*	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
225	226	227	228	229	230	231	232	233	234
1. Collisions between passenger trains or parts of passenger trains.	7	4	11	1	13	..	71	..	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	8	15	23	2	17	..	51	1	..
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	1	4	5	1	6	..	3	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	3	84	87	1	..	1	13	..	..
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	86	86	..	..	..	1	—	..
6. Collisions between light engines . .	..	21	21	..	..	..	6	—	..
7. Derailments of passenger trains—									
(*a*) Due to trains running in the wrong direction through points.	11	42	53	..	1	..	1	..	..
(*b*) Other causes	62	53	115	7	20	..	14	1	1
8. Other derailments—									
(*a*) Due to trains running in the wrong direction through points.	1	655	656	..	..	1	..	..	..
(*b*) Other causes	1	2,481	2,482	..	..	..	13	..	..
9. Failure of engines and rolling stock—									
(*a*) Failures of engines due to faulty design, material or workmanship in the Mechanical Department—									
(1) boilers and tubes	..	72	72	..	..	..	..	..	..
(2) machinery, springs, etc. . .	..	299	299	..	..	..	..	..	..
(*b*) Failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—									
(1) boilers and tubes	..	286	286	..	..	..	..	..	..
(2) other causes	..	1,186	1,186	..	..	..	..	..	..
(*c*) The failure of tyres	..	7	7	..	..	..	..	..	..
(*d* Ditto wheels . . .	..	4	4	..	..	..	..	..	..
(*e*) Ditto axles	5	26	31	..	..	..	..	..	..
(*f*) Ditto brake apparatus . .	..	21	21	..	..	..	..	..	..
(*g*) Ditto couplings and draft gear	43	2,090	2,133	..	..	..	1	..	..
(*h*) Other rolling stock failures . .	2	159	161	..	1	..	..	..	..
10. Failure of permanent-way—									
(*a*) Broken rails	7	288	295	..	..	..	..	..	..
(*b*) The failure of tunnels, bridges, viaducts culverts, etc.	..	3	3	..	..	..	..	..	..
(*c*) The flooding of portions of permanent-way.	25	57	82	..	..	..	..	..	..
(d) Slips in cuttings or embankments . .	1	32	33	..	..	..	..	..	..
11. Fires—									
(*a*) Fire in trains	9	158	167	1	4	..	..	..	..
(*b*) Fire at stations, or involving injury to bridges or viaducts.	5	44	49	..	..	..	1	1	..
12. Other accidents—									
(*a*) Passenger trains running in the wrong direction through points but not derailed.	16	33	49	..	..	..	..	..	..
(*b*) Trains running over cattle on the line .	4	8,986	8,990	..	..	..	3	..	..
(*c*) Trains running over obstructions on the line (other than those at level-crossings).	33	79	112	..	..	5	3	..	..
(*d*) Trains running over obstructions or vehicles at level-crossings.	39	34	73	..	..	..	2	25	28
(*e*) Train-wrecking	1	15	16	..	..	..	..	..	..
(*f*) Attempted train-wrecking . . .	32	48	80	..	..	..	..	..	..
(*g*) Miscellaneous .	1	225	226	..	..	..	5	..	9
Total . .	317	17,597	17,914	13	62	7	188	28	38

DIX D (*iii*)—*contd.*

stock, permanent-way, etc., during the year 1936-37 on all railways open for traffic, distinguishing between the railway servants and other persons, killed or injured in each class of accident.

Railways—*concld.*		CLASS II RAILWAYS.												
		Barsi Light.			Bengal Dooars			Bhavnagar State.			Bikaner State			
Total.		Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 237 and 238.)	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 240 and 241.)	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 243 and 244.)	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 246 and 247.)	Serial No. of class of accidents (See columns No. 225.)
Killed. (Cols. 229, 231 and 233.)	Injured. (Cols. 230, 232 and 234.)													
235	236	237	238	239	240	241	242	243	244	245	246	247	248	249
1	84	..	..	..	..	..	..	..	..	..	..	..	..	1
3	68	..	..	..	..	..	..	..	..	..	..	..	..	2
1	9	..	..	..	..	..	..	..	..	..	..	..	..	3
2	13	..	..	..	..	..	..	..	4	4	..	..	..	4
..	1	..	..	..	..	..	..	..	..	..	..	..	..	5
..	6	1	..	1	..	..	..	..	1	1	..	..	..	6
..	2	..	..	..	..	..	..	..	..	..	..	..	..	7 (*a*)
8	35	..	..	..	..	..	..	..	..	..	5	..	5	7 (*b*)
1	..	..	..	..	..	2	2	..	1	1	..	1	1	8 (*a*)
..	13	..	13	13	..	..	..	..	27	27	..	..	..	8 (*b*)
..	..	..	..	..	..	..	..	..	12	12	..	1	1	9 (*a*) 1
..	..	..	..	..	..	..	..	..	4	4	..	..	..	9 (*a*) 2
..	..	..	2	2	..	..	..	..	..	..	..	1	1	9 (*b*) 1
..	..	..	7	7	..	1	1	..	..	..	..	5	5	9 (*b*) 2
..	..	..	..	..	..	..	..	..	..	..	..	..	..	9 (*c*)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	9 (*d*)
..	..	..	..	..	..	..	..	..	..	..	1	..	1	9 (*e*)
..	..	..	1	1	..	..	..	..	..	..	..	..	..	9 (*f*)
..	1	..	3	3	..	..	..	..	..	..	1	..	1	9 (*g*)
..	1	..	..	..	..	1	1	..	..	..	..	..	..	9 (*h*)
..	..	..	1	1	..	..	..	..	..	..	..	10	10	10 (*a*)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	10 (*b*)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	10 (*c*)
..	..	..	..	..	..	..	..	..	..	..	2	..	2	10 (*d*)
1	4	..	..	..	..	..	..	..	2	2	..	..	..	11 (*a*)
1	1	..	..	..	..	..	..	..	1	1	..	..	..	11 (*b*)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	12 (*a*)
..	3	..	54	54	..	6	6	..	44	44	..	60	60	12 (*b*)
5	3	..	2	2	..	3	3	..	..	..	..	..	..	12 (*c*)
25	30	..	..	..	..	..	..	..	..	..	..	..	..	12 (*d*)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	12 (*e*)
..	..	..	1	1	..	..	..	..	..	..	..	..	..	12 (*f*)
..	14	..	..	..	..	1	1	..	..	..	..	9	9	12 (*g*)
48	288	1	84	85	..	14	14	..	96	96	9	87	96	Total.

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling-
different classes of accidents and the number of passengers,

CLASS II

Class of accident.	Darjeeling-Himalayan.			Dibru-Sadiya.			Gaekwar's Baroda State.			Gon	
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols 251 and 252.)	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 254 and 255.)	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 257 and 258.)	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.
250	251	252	253	254	255	256	257	258	259	260	261
1. Collisions between passenger trains or parts of passenger trains.	..	..	..	..	..	..	..	..	..	..	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	1	..	1	..	..	..	..	..	..	..	..
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	..	..	..	..	..	..	..	..	..	..	..
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
6. Collisions between light engines	..	..	..	..	..	..	..	..	..	..	..
7. Derailments of passenger trains—											
(a) Due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(b) Other causes	85	..	85	..	..	..	2	3	5	..	..
8. Other derailments—											
(a) Due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(b) Other causes	25	..	25	..	..	..	..	22	22	..	10
9. Failure of engines and rolling-stock—											
(a) Failures of engines due to faulty design, material or workmanship in the Mechanical Department—											
(1) boilers and tubes	..	3	3	..	..	..	..	1	1	..	1
(2) machinery, springs, etc.	..	..	..	..	..	..	..	23	23	..	1
(b) Failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—											
(1) boilers and tubes	..	..	..	..	..	..	..	..	..	..	..
(2) other causes	..	..	..	..	..	..	..	..	..	..	1
(c) The failure of tyres	..	..	..	..	..	..	..	..	..	..	..
(d) Ditto wheels	..	..	..	..	..	..	..	..	..	..	..
(e) Ditto axles	..	6	6	..	..	..	..	..	..	..	..
(f) Ditto brake apparatus	..	..	..	..	..	..	..	..	..	..	..
(g) Ditto couplings and draft gear.	..	..	..	..	..	..	..	..	..	..	1
(h) Other Rolling Stock failures.	..	..	..	..	..	..	..	..	..	..	..
10. Failure of permanent way—											
(a) Broken rails	..	..	..	..	..	..	..	2	2	..	..
(b) The failure of tunnels, bridges, viaducts, culverts, etc.	..	1	1	..	..	..	..	..	..	..	..
(c) The flooding of portions of permanent way.	..	..	..	..	..	..	..	..	..	..	..
(d) Slips in cuttings or embankments	..	25	25	..	..	..	..	..	..	..	..
11. Fires—											
(a) Fire in trains	..	..	..	..	..	..	..	..	..	..	..
(b) Fire at stations, or involving injury to bridges or viaducts.	..	..	..	..	..	..	..	..	..	..	4
12. Other accidents—											
(a) Passenger trains running in the wrong direction through points but not derailed.	..	..	..	..	..	..	..	..	..	..	..
(b) Trains running over cattle on the line.	..	5	5	..	12	12	..	66	66	..	18
(c) Trains running over obstructions on the line (other than those at level crossings).	..	..	..	..	..	..	..	26	26	..	..
(d) Trains running over obstructions or vehicles at level crossings.	..	..	..	..	..	..	..	..	..	1	..
(e) Train-wrecking	..	..	..	..	..	..	..	..	..	..	..
(f) Attempted train wrecking	..	..	..	..	..	..	..	..	..	..	..
(g) Miscellaneous	..	..	..	..	..	..	..	36	36	..	..
Total	111	40	151		12	12	2	179	181	1	36

DIX D (*iii*)—*contd.*

stock, permanent-way, etc., during the year 1936-37 on all railways open for traffic, distinguishing between the railway servants and other persons, killed or injured in each class of accident.

RAILWAYS—*contd.*

DAL.	JAIPUR STATE.			JAMNAGAR DWARKA.			JUNAGAD STATE.			MORVI.			
Total. (Cols. 260 and 261.)	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 263 and 264.)	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 266 and 267.)	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 269 and 270.)	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total (Cols. 272 and 273.)	Serial No. of class of accidents. (See column No. 250.)
262	263	264	265	266	267	268	269	270	271	272	273	274	275
..	..	..	..	..	..	..	..	..	..	..	..	..	1
..	..	3	3	..	..	..	..	1	1	..	..	..	2
..	..	..	..	..	..	..	..	..	..	..	..	..	3
..	..	..	..	..	..	..	..	..	..	..	1	1	4
..	..	..	..	..	..	..	..	..	..	..	..	..	5
..	..	..	..	..	..	..	..	..	..	..	..	..	6
..	..	..	..	..	..	..	..	..	..	..	..	..	7 (*a*)
..	..	..	..	..	..	..	..	..	..	..	..	..	7 (*b*)
..	..	..	..	..	..	..	..	..	..	..	7	7	8 (*a*)
10	..	7	7	..	19	19	..	1	1	..	2	2	8 (*b*)
1	..	..	..	..	..	..	..	6	6	..	2	2	9 (*a*) (1)
1	..	..	..	..	..	..	..	..	..	..	2	2	9 (*a*) (2)
..	..	..	..	..	..	..	..	..	..	..	..	..	9 (*b*) (1)
1	..	1	1	..	9	9	..	..	..	..	2	2	9 (*b*) (2)
..	..	..	..	..	..	..	..	..	..	..	..	..	9 (*c*)
..	..	..	..	..	..	..	..	..	..	..	..	..	9 (*d*)
..	..	..	..	..	..	..	..	..	..	..	..	..	9 (*e*)
..	..	..	..	..	..	..	..	..	..	..	1	1	9 (*f*)
1	..	1	1	..	..	..	..	..	..	..	..	..	9 (*g*)
..	..	..	..	..	..	..	..	2	2	..	..	..	9 (*h*)
..	..	..	..	..	..	..	..	..	..	..	1	1	10 (*a*)
..	..	..	..	..	..	..	..	..	..	..	..	..	10 (*b*)
..	..	..	..	..	..	..	..	..	..	..	..	..	10 (*c*)
..	..	..	..	..	..	..	..	..	..	..	..	..	10 (*d*)
..	..	..	..	..	..	..	..	..	..	..	..	..	11 (*a*)
4	..	..	..	..	..	..	..	1	1	..	..	..	11 (*b*)
..	..	..	..	..	..	..	..	..	..	..	..	..	12 (*a*)
18	..	45	45	..	28	28	..	26	26	..	15	15	12 (*b*)
..	..	..	..	..	..	..	..	1	1	..	2	2	12 (*c*)
1	..	..	..	..	..	..	..	1	1	..	..	..	12 (*d*)
..	..	..	..	..	..	..	..	..	..	..	..	..	12 (*e*)
..	..	..	..	..	..	..	..	..	..	..	..	..	12 (*f*)
..	..	6	6	..	2	2	..	..	..	..	..	..	12 (*g*)
37	..	63	63	..	58	58	..	39	39	..	35	35	Total.

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling-

different classes of accidents and the number of passengers,

Class of accident.	CLASS II RAILWAYS.						TOTAL CLASS II					
	MYSORE RAILWAYS.			SHAHDARA (DELHI). SAHARANPUR LIGHT.						*Passengers.*		*Railway servants.*
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 277 and 278.)	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 280 and 281.)	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 283 and 284.)	Killed.	Injured.	Killed.
276	277	278	279	280	281	282	283	284	285	286	287	288
1. Collisions between passenger trains or parts of passenger trains.	..	..	..	..	..	..	..	..	..	..	..	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	..	..	..	..	..	..	1	4	5	..	..	..
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	..	..	..	..	..	..	..	5	5	..	..	..
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	2	2	..	2	2	..	..	..
6. Collisions between light engines . .	..	..	..	..	..	..	1	1	2	..	..	..
7. Derailments of passenger trains—												
(*a*) Due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..	..
(*b*) Other causes	..	1	1	..	..	..	92	4	96	..	..	..
8. Other Derailments—												
(*a*) Due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	11	11	..	..	..
(*b*) Other causes	..	..	..	..	8	8	25	109	134	..	..	..
9. Failure of engines and rolling-stock—												
(*a*) failures of engines due to faulty design, material or workmanship in the Mechanical Department—												
(1) boilers and tubes . . .	..	..	..	..	..	..	..	26	26	..	..	..
(2) machinery, springs, etc. . .	..	1	1	..	1	1	..	32	32	..	..	..
(*b*) failures of engines due to faulty material, workmanship or operation arising from the working of the running staff												
(1) boilers and tubes . . .	..	6	6	..	..	..	..	9	9	..	..	..
(2) other causes	..	10	10	..	..	..	..	36	36	..	..	..
(*c*) The failure of tyres	..	..	..	..	..	..	..	..	..	..	..	..
(*d*) Ditto wheels	..	..	..	..	..	..	..	..	..	..	..	..
(*e*) Ditto axles	1	1	2	..	..	..	2	7	9	..	..	..
(*f*) Ditto brake apparatus . .	..	..	..	..	10	10	..	12	12	..	..	..
(*g*) Ditto couplings and draft gear.	..	8	8	..	..	..	1	13	14	..	..	..
(*h*) Other Rolling Stock failures . .	..	..	..	..	..	..	..	3	3	..	..	..
10. Failure of permanent way —												
(*a*) Broken rails	..	..	..	..	..	..	..	14	14	..	..	..
(*b*) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	..	1	1	..	..	..
(*c*) The flooding of portions of permanent-way.	..	..	..	..	..	..	..	..	..	..	..	..
(*d*) Slips in cuttings or embankments	..	..	..	..	..	..	2	25	27	..	..	..
11. Fires—												
(*a*) Fire in trains . . .	..	..	..	..	..	..	..	2	2	..	..	..
(*b*) Fire at stations, or involving injury to bridges or viaducts.	..	..	..	..	..	..	..	6	6	..	..	..
12. Other accidents—												
(*a*) Passenger trains running in the wrong direction through points but not derailed.	..	1	1	..	..	..	..	1	1	..	..	..
(*b*) Trains running over cattle on the line.	..	89	89	..	..	..	..	468	468	..	..	..
(*c*) Trains running over obstructions on the line (other than those at level crossings).	1	2	3	..	1	1	1	37	38	..	..	..
(*d*) Trains running over obstructions or vehicles at level crossings.	..	..	..	..	..	..	1	1	2	..	..	..
(*e*) Train-wrecking . . .	..	..	..	..	..	..	..	..	..	..	..	..
(*f*) Attempted train-wrecking . .	..	..	..	..	..	..	..	1	1	..	..	..
(*g*) Miscellaneous	2	..	2	..	2	2	2	56	58	..	..	..
Total .	4	119	123	..	24	24	128	886	1,014	..	..	..

DIX D (*iii*)—*contd.*

stock, permanent-way, etc., during the year 1936-37 on all railways open for traffic, distinguishing between the railway servants and other persons, killed or injured in each class of accident.

Railways.					Total Class III Railways.										
Railway servants.	*Other persons.*		*Total.*		Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 294 and 295.)	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*		Serial No. of class of accident. (See col. No. 276.)
Injured.	Killed.	Injured.	Killed. (Cols. 286, 288 and 290.)	Injured. (Cols. 287, 289 and 291.)				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 297, 299 and 301.)	Injured. (Cols. 298, 300 and 302.)	
289	290	291	292	293	294	295	296	297	298	299	300	301	302	303	304	305
..	..	..	..	..	2	1	3	..	6	..	1	..	..	..	7	1
2	..	..	..	2	1	..	1	..	..	..	..	..	..	..	..	2
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	3
..	..	..	..	..	..	1	1	..	..	..	..	..	..	..	..	4
..	..	..	..	..	..	1	1	..	..	..	..	..	..	..	..	5
..	..	2	..	2	..	..	..	..	..	..	..	..	..	..	..	6
..	..	..	..	..	..	1	1	..	..	..	..	..	..	..	..	7 (*a*)
..	..	..	..	..	11	6	17	..	..	..	..	..	..	..	..	7 (*b*)
..	..	..	..	..	1	39	40	..	..	..	..	..	..	..	..	8 (*a*)
..	..	..	..	..	3	36	39	..	..	..	..	..	..	..	..	8 (*b*)
..	..	..	..	..	..	3	3	..	..	..	..	..	..	..	..	9 (*a*) (1)
..	..	..	..	..	..	7	7	..	..	..	..	..	..	..	..	9 (*a*) (2)
..	..	..	..	..	..	4	4	..	..	..	..	..	..	..	..	9 (*b*) (1)
..	..	..	..	..	..	24	24	..	..	..	..	..	..	..	..	9 (*b*) (2)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	9 (*c*)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	9 (*d*)
..	..	..	..	..	..	7	7	..	..	..	..	..	..	..	..	9 (*e*)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	9 (*f*)
..	..	..	..	..	3	10	13	..	..	..	..	..	..	..	..	9 (*g*)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	9 (*h*)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	10 (*a*)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	10 (*b*)
..	..	..	..	..	..	1	1	..	..	..	..	..	..	..	..	10 (*c*)
..	1	..	1	..	..	1	1	..	..	..	..	..	..	..	..	10 (*d*)
..	..	..	..	..	..	1	1	..	..	..	..	..	..	..	..	11 (*a*)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	11 (*b*)
..	..	..	..	..	..	9	9	..	..	..	..	..	..	..	..	12 (*a*)
..	23	32	23	32	3	112	115	..	..	..	..	4	5	4	5	12 (*b*)
..	..	..	..	..	19	14	33	..	4	..	..	..	2	..	6	12 (*c*)
..	..	..	..	..	..	3	3	..	..	..	..	..	..	..	..	12 (*d*)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	12 (*e*)
..	..	..	..	..	3	..	3	..	..	..	..	..	..	..	..	12 (*f*)
..	..	..	..	..	2	31	33	..	..	..	..	..	2	..	2	12 (*g*)
2	24	34	24	36	48	312	360	..	10	..	1	4	9	4	20	Total.

APPEN

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling-distinguishing between the different classes of accidents and the number of passengers, railway

TOTAL ALL

Class of accident.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.		Other accidents.		Total. (Cols. 307 and 309.)	Total. (Cols. 308 and 310.)	*Passengers.* Killed.		*Passengers.* Injured.	
306	1936-37. 307	*1935-36.* 308	1936-37. 309	*1935-36.* 310	1936-37. 311	*1935-36.* 312	1936-37. 313	*1935-36.* 314	1936-37. 315	*1935-36.* 316
1. Collisions between passenger trains or parts of passenger trains.	9	*1*	5	*11*	14	*12*	1	..	19	*3*
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	10	*22*	19	*16*	29	*38*	2	..	17	*7*
3 Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	1	*2*	4	*7*	5	*9*	1	..	6	*2*
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	3	*5*	90	*88*	93	*93*	1	..	..	..
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	89	*72*	89	*72*	..	..	..	..
6. Collisions between light engines . . .	1	*1*	22	*38*	23	*39*	..	..	..	..
7. Derailments of passenger trains—										
(*a*) Due to trains running in the wrong direction through points.	11	*14*	43	*22*	54	*36*	..	..	1	..
(*b*) Other causes	165	*193*	63	*44*	228	*237*	7	*1*	20	70
8. Other derailments—										
(*a*) Due to trains running in the wrong direction through points.	2	*1*	705	*400*	707	*401*	..	*4*	..	..
(*b*) Other causes	29	*48*	2,626	*2,628*	2,655	*2,676*	..	..	..	..
9. Failure of engines and rolling stock—										
(*a*) failure of engines due to faulty design, material or workmanship in the Mechanical Department—										
(1) boilers and tubes	..	..	101	*95*	101	*95*	..	..	..	..
(2) machinery, springs, etc. . . .	..	..	338	*308*	338	*308*	..	..	..	..
(*b*) failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—										
(1) boilers and tubes	..	*2*	299	*258*	299	*260*	..	..	..	..
(2) other causes	..	*3*	1,246	*1,376*	1,246	*1,379*	..	..	..	..
(*c*) The failure of tyres	..	*1*	7	*15*	7	*16*	..	..	..	..
(*d*) Ditto wheels	..	..	4	*4*	4	*4*	..	..	..	..
(*e*) Ditto axles	7	*13*	40	*39*	47	*52*	..	..	..	..
(*f*) Ditto brake apparatus . .	..	..	33	*9*	33	*9*	..	..	..	..
(*g*) Ditto couplings and draft gear .	47	*51*	2,113	*1,974*	2,160	*2,025*	..	..	..	*3*
(*h*) Other Rolling Stock failures . .	2	..	162	*435*	164	*435*	..	..	1	..
10. Failure of Permanent way—										
(*a*) Broken rails	7	*11*	302	*310*	309	*321*	..	..	..	..
(*b*) The failure of tunnels, bridges, viaducts, culverts, etc.	..	*1*	4	*3*	4	*4*	..	..	..	..
(*c*) The flooding of portions of permanent-way.	25	*37*	58	*46*	83	*83*	..	..	..	..
(*d*) Slips in cuttings or embankments . .	3	*8*	58	*60*	61	*68*	..	..	..	..
11. Fires—										
(*a*) Fire in trains	9	*14*	161	*142*	170	*156*	1	..	4	..
(*b*) Fire at stations, or involving injury to bridges or viaducts.	5	..	50	*64*	55	*64*	..	..	..	..
12. Other accidents—										
(*a*) Passenger trains running in the wrong direction through points but not derailed.	16	*16*	43	*46*	59	*62*	..	..	..	..
(*b*) Trains running over cattle on the line .	7	*12*	9,566	*9,526*	9,573	*9,538*	..	..	..	..
(*c*) Trains running over obstructions on the line (other than those at level crossings).	53	*39*	130	*162*	183	*201*	..	..	4	..
(*d*) Trains running over obstructions or vehicles at level crossings.	40	*43*	38	*42*	78	*85*	..	..	..	..
(*e*) Train-wrecking	1	*5*	15	*5*	16	*10*	..	..	..	..
(*f*) Attempted train-wrecking . .	35	*41*	49	*60*	84	*101*	..	..	..	..
(*g*) Miscellaneous	5	*5*	312	*320*	317	*325*	..	..	..	*2*
Total .	493	*589*	18,795	*18,625*	19,288	*19,214*	13	*5*	72	87

DIX D (*iii*)—*concld.*

stock, permanent-way, etc., during the years 1935-36 and 1936-37 on all railways open for traffic, servants and other persons, killed or injured in each class of accident.

RAILWAYS.

Railway servants.				*Other persons.*				*Grand Total.*				Serial No. of class of accident. (See column No. 306.)
Killed.		Injured.		Killed.		Injured.		Killed.		Injured.		
								(Cols. 313, 317 and 321.)	(Cols. 314, 318 and 322.)	(Cols. 315, 319 and 323.)	(Cols. 316, 320 and 324.)	
1936-37. 317	*1935-36.* 318	1936-37. 319	*1935-36.* 320	1936-37. 321	*1935-36.* 322	1936-37. 323	*1935-36* 324	1936-37. 325	*1935-36.* 326	1936-37. 327	*1935-36.* 328	329
..	*1*	72	*5*	..	..	..	..	1	*1*	91	*8*	1
..	*5*	53	*11*	1	..	..	*5*	3	*5*	70	*23*	2
..	..	3	*2*	..	..	..	..	1	..	9	*4*	3
1	*2*	13	*39*	..	*1*	..	*1*	2	*3*	13	*40*	4
..	..	1	*5*	..	..	..	*1*	..	..	1	*6*	5
..	..	6	*17*	..	..	2	..	..	..	8	*17*	6
..	..	1	..	..	..	..	..	..	..	2	..	7 (*a*)
..	*2*	14	*16*	1	..	1	..	8	*3*	35	*86*	7 (*b*)
1	*1*	..	*2*	..	..	..	..	1	*5*	..	*2*	8 (*a*)
..	*1*	13	*3*	..	..	..	*1*	..	*1*	13	*4*	8 (*b*)
..	..	..	..	..	..	..	..	..	..	..	..	9 (*a*)(1)
..	..	..	..	..	..	..	..	..	..	..	..	9 (*a*)(2)
..	..	..	..	..	..	..	..	..	..	..	..	9 (*b*)(1)
..	..	..	..	..	..	..	..	..	..	..	..	9 (*b*)(2)
..	..	..	..	..	..	..	..	..	..	..	..	9 (*c*)
..	..	..	..	..	..	..	..	..	..	..	..	9 (*d*)
..	..	..	..	..	..	..	..	..	..	..	..	9 (*e*)
..	..	..	..	..	..	..	..	..	..	..	..	9 (*f*)
..	..	1	..	..	..	..	..	..	..	1	*3*	9 (*g*)
..	..	..	..	..	..	..	..	..	..	1	..	9 (*h*)
..	..	..	..	..	..	..	..	..	..	..	..	10 (*a*)
..	..	..	..	..	*1*	..	*2*	..	*1*	..	*2*	10 (*b*)
..	..	..	..	..	..	..	..	..	..	..	..	10 (*c*)
..	..	..	..	1	..	..	..	1	..	..	..	10 (*d*)
..	..	..	*3*	..	..	..	*2*	1	..	4	*5*	11 (*a*)
..	..	1	..	1	..	..	..	1	..	1	..	11 (*b*)
..	..	..	..	..	..	..	..	..	..	..	..	12 (*a*)
..	..	3	*3*	27	*77*	37	*70*	27	*77*	40	*73*	12 (*b*)
5	*3*	3	*2*	..	..	2	*2*	5	*3*	9	*4*	12 (*c*)
..	..	2	..	25	*19*	28	*52*	25	*19*	30	*52*	12 (*d*)
..	*1*	..	*10*	..	..	..	..	..	*1*	..	*10*	12 (*e*)
..	..	..	..	..	..	..	..	..	..	..	..	12 (*f*)
..	..	5	*17*	..	..	11	*3*	..	..	16	*22*	12 (*g*)
7	*16*	191	*135*	56	*98*	81	*139*	76	*119*	344	*361*	Total.

Number of persons killed or injured during the year 1936-37 on all railways open for traffic, distinguishing ***movement of vehicles used exclusively***

Class of accident.	CLASS I RAILWAYS.								CLASS II RAILWAYS.							
	PASSENGERS.		RAILWAY SERVANTS.		OTHER PERSONS.		TOTAL.		PASSENGERS.		RAILWAY SERVANTS.		OTHER PERSONS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 331, 333 and 335.)	Injured. (Cols. 332, 334 and 336.)	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 339, 341 and 343.)	Injured. (Cols 340, 342, and 344)
330	331	332	333	334	335	336	337	338	339	340	341	342	343	344	345	346
1. Ascending or descending steps at stations.	..	1	..	9	..	..	..	10	..	..	..	..	..	..	..	..
2. Being struck, by barrows falling over packages, etc., on platform.	..	..	..	30	..	..	..	30	..	..	..	..	..	..	..	..
3. Falling off platforms.	..	..	..	15	..	..	..	15	..	..	..	..	..	..	..	..
4. Loading, unloading or sheeting wagons.	..	..	1	929	4	8	5	947	..	..	..	3	..	..	..	3
5. Moving or carrying goods at stations, etc.	..	..	1	238	..	3	1	241	..	..	..	..	..	..	..	..
6. Working at cranes or capstans.	..	..	..	54	1	9	1	63	..	..	..	..	..	2	..	2
7. Falling off wagon doors, lamps, bales of goods, etc.	..	1	..	165	..	7	..	173	..	..	..	1	..	..	..	1
8. Fallling off, or getting on or off, stationary engines or vehicles.	..	..	1	270	..	3	1	273	..	..	..	1	..	..	..	1
9. Falling off platforms, ladders, scaffolds, etc.	1	2	3	142	5	17	9	161	..	..	..	1	..	..	..	1
10. Stumbling whilst walking on the line or platforms.	1	16	..	151	3	13	4	180	..	..	..	..	..	..	..	..
11. Attending to stationary engines in sheds.	..	..	..	1,739	..	..	..	1,739	..	..	1	4	..	..	1	4
12. Being trampled on or kicked by horses.	..	..	..	6	..	..	..	6	..	..	..	..	..	..	..	..
13. Working on the line or in sidings.	..	..	4	1,258	2	6	6	1,264	..	..	..	8	..	..	..	8
14. Miscellaneous . . .	..	10	5	2,004	17	27	22	2,041	..	1	..	3	..	..	..	4
Total .	2	30	15	7,010	32	103	49	7,143	..	1	1	21	..	2	1	24

DIX D (*iv*).

between the number of passengers, railway servants and other persons killed or injured by accidents ***in which upon railways was not concerned.***

CLASS III RAILWAYS.								TOTAL ALL RAILWAYS.								Class of accident.
Passengers.		Railway servants.		Other persons.		Total.		Passengers.		Railway servants.		Other persons.		Total.		
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 347, 349 and 351.)	Injured. (Cols. 348, 350 and 352.)	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 355, 357 and 359.)	Injured. (Cols. 356, 358 and 360.)	
347	348	349	350	351	352	353	354	355	356	357	358	359	360	361	362	363
..	..	..	..	..	..	..	..	..	1	..	9	..	..	..	10	1. Ascending or descending steps at stations.
..	..	..	1	..	..	..	1	..	..	..	31	..	..	..	31	2. Being struck by barrows, by falling overpackages, etc., on platform.
..	..	..	..	..	..	..	..	..	..	..	15	..	..	..	15	3. Falling off platforms.
..	..	..	1	..	..	.	1	..	..	1	933	4	18	5	951	4. Loading, unloading or sheeting wagons.
..	..	..	..	..	..	..	..	..	..	1	238	..	3	1	241	5. Moving or carrying goods at stations, etc.
..	..	..	..	..	..	..	..	..	..	..	54	1	11	1	65	6. Working at cranes or capstans.
..	..	..	1	..	..	..	1	..	1	..	167	..	7	..	175	7. Falling off wagon doors, lamps, bales of goods, etc.
..	..	..	..	..	..	..	..	..	..	1	271	..	3	1	274	8. Falling off, or getting on or off, stationary engines or vehicles.
..	..	..	1	..	..	..	1	1	2	3	144	5	17	9	163	9. Falling off platforms, ladders, scaffolds, etc.
..	..	..	..	..	..	..	..	1	16	..	151	3	13	4	180	10. Stumbling whilst walking on the line or platforms.
..	..	..	2	..	..	..	2	..	..	1	1,745	..	..	1	1,745	11. Attending to stationary engines in sheds.
..	..	..	..	..	..	..	..	..	..	..	6	..	..	..	6	12. Being trapled on or kicked by horses.
..	..	..	1	..	..	..	1	..	..	4	1,267	2	6	6	1,273	13. Working on the line or in sidings.
..	..	..	..	..	..	..	..	..	11	5	2,007	17	27	22	2,045	14. Miscellaneous.
..	..	..	7	..	..	..	7	2	31	16	7,038	32	105	50	7,174	Total.

Accidents to railway servants on Class I Railways, classified in respect of primary causes, during the year 1936-37
[The figures in this statement represent the number of railway servants

Railway system.	Misadventure or accidental				Want of caution or misconduct on the part of the injured person.				Want of caution or breach of rules, etc., on the part of servants other than the persons injured.			
	Killed.	Percentage of total.	Injured.	Percentage of total.	Killed.	Percentage of total.	Injured.	Percentage of total.	Killed.	Percentage of total.	Injured.	Percentage of total.
364	365	366	367	368	369	370	371	372	373	374	375	376
Assam-Bengal	..	..	8	72·7	1	100·0	3	27·3	..	..	..	..
Bengal and North-Western .	..	..	6	35·3	..	..	10	58·8	..	..	1	5·88
Bengal-Nagpur	..	..	1	3·57	7	87·5	26	92·9	1	12·5	1	3·57
Bombay, Baroda and Central India.	4	66·7	140	74·4	2	33·3	40	21·3	..	..	8	4·26
Burma	4	57·1	87	87·9	3	42·9	12	12.1	..	..	..	..
Eastern-Bengal . . .	6	35·3	115	78·2	11	64·7	26	17·7	..	..	6	4·08
East Indian	35	63·6	504	97·1	19	34·6	7	1.35	1	1·82	8	1·54
Great Indian Peninsula . .	24	92·3	637	96·7	2	7·69	16	2·43	..	..	6	0·91
Jodhpur	..	..	2	50·0	2	100·0	2	50·0	..	..	..	..
Madras and Sourthern Mahratta	7	100·0	228	91·9	..	..	20	8·06	..	..	..	..
Nizam's State . . .	4	66·7	20	66·7	2	33·3	10	33·3	..	..	..	..
North-Western . . .	28	100·0	452	99·1	..	..	2	0·44	..	..	2	0·44
Rohilkund and Kumaon . .	1	33·4	2	100·0	1	33·3	..	..	1	33·3	..	..
South Indian . . .	5	100·0	53	90·0	..	..	5	8·00	..	..	1	2·00
Total . .	118	69·0	2,255	91·4	50	29·2	179	7·26	3	1·75	33	1·34

DIX D (*v*).

caused by the movements of trains and railway vehicles exclusive of accidents included in Appendix D (iii). killed and injured included in Appendix D (ii).]

Defective systems of working, dangerous places, dangerous conditions of work or want of rules or systems of working.				Defective apparatus, appliances, etc., or want of sufficient appliances, safeguards, etc.				Total.		Railway System.
Killed.	Percentage of total.	Injured.	Percentage of total.	Killed.	Percentage of total.	Injured.	Percentage of total.	Killed. (Cols. 365, 369, 373, 377 and 381.)	Injured. (Cols. 367, 371, 375, 379 and 383.)	
377	378	379	380	381	382	383	384	385	386	387
..	..	..	..	..	..	..	..	1	11	Assam-Bengal.
..	..	..	..	..	..	..	..	..	17	Bengal and North-Western.
..	..	..	..	..	..	..	..	8	28	Bengal-Nagpur
..	..	..	..	..	..	..	..	6	188	Bombay, Baroda and Central India.
..	..	..	..	..	..	..	..	7	99	Burma.
..	..	..	..	..	..	..	..	17	147	Eastern Bengal.
..	..	..	..	..	..	..	..	55	519	East Indian.
..	..	..	..	..	..	..	..	26	659	Great Indian Peninsula.
..	..	..	..	..	..	..	..	2	4	Jodhpur.
..	..	..	..	..	..	..	..	7	248	Madras and Southern Mahratta.
..	.	..	..	..	..	..	..	6	30	Nizam's State.
..	..	..	..	..	..	..	..	28	456	North Western.
..	..	..	..	..	..	..	..	3	2	Rohilkund and Kumaon.
	..	..	..	..	..	..	..	5	59	South Indian.
..	..	..	..	..	..	..	..	171	2,467	Total.

Number of accidents which occurred during the year 1936-37 in Railway Workshops

Number of accidents and number of persons killed or injured.	Particulars.	Class I							
		Assam Bengal.	Bengal and North-Western.	Bengal Nagpur.	Bombay, Baroda and Central India.	Burma.	Eastern Bengal.	East Indian.	Great Indian Peninsula.
388	389	390	391	392	393	394	395	396	397
(*a*) Total number of accidents..	..	1	7	36	2,013	80	354	1,431	1,179
(*b*) *Affecting Railway Servants.*									
1. Railway workshops ..	Killed ..	..	..	1	..	1	1	2	2
	Injured ..	..	2	20	1,983	73	343	1,429	1,177
2. New works not opened for traffic.	Killed ..	..	..	..	..	..	..	..	..
	Injured ..	..	..	..	..	..	..	..	..
3. Lines under constructions ..	Killed ..	..	..	..	..	..	..	..	..
	Injured ..	..	..	..	30	..	..	..	..
4. Lines not used for the public carriage of passengers, animals and goods.	Killed ..	..	..	..	..	..	..	..	..
	Injured ..	..	..	..	..	..	3	..	..
5. Steamers or flats working in connection with the railway.	Killed ..	..	..	..	..	..	..	..	..
	Injured ..	1	..	7	..	..	..	..	..
Total (*b*) ..	Killed ..	..	..	1	..	1	1	2	2
	Injured ..	1	2	27	2,013	73	346	1,429	1,177
(*c*) *Affecting other persons.*									
1. Railway workshops ..	Killed ..	..	..	..	..	..	..	..	..
	Injured ..	..	..	2	..	..	5	..	..
2. New works, not opened for traffic.	Killed ..	..	..	..	..	..	..	..	..
	Injured ..	..	..	..	..	..	..	..	..
3. Lines under construction ..	Killed ..	..	..	..	..	..	..	..	..
	Injured ..	..	..	..	..	..	..	..	..
4. Lines not used for the public carriage of passengers, animals and goods.	Killed ..	..	..	..	..	..	..	..	..
	Injured ..	..	..	..	..	..	..	..	..
5. Steamers or flats working in connection with the railway.	Killed ..	..	1	..	..	..	..	..	..
	Injured ..	..	1	..	..	..	..	..	..
Total (*c*) ..	Killed ..	..	1	..	..	..	..	..	..
	Injured ..	..	1	2	..	..	5	..	..
(*d*) GRAND TOTAL-(*b*+*c*) ..	Killed ..	..	1	1	..	1	1	2	2
	Injured ..	1	3	29	2,013	73	351	1,429	1,177

DIX D (*vi*).

and certain other places and the number of Railway servants and other persons killed or injured.

Railways.						Total class I Railways.	Total class II Railways.	Total class III Railways.	Total all Railways (columns 404, 405 and 406).	No. of accidents and No. of persons killed and injured.
Jodhpur.	Madras and Southern Mahratta.	Nizam's State.	North Western.	Rohilkund and Kumaon.	South Indian.					
398	399	400	401	402	403	404	405	406	407	408
..	685	354	850	5	276	7,271	50	1	7,322	(*a*) Total number of accidents.
										(*b*) *Affecting Railway Servants.*
..	..	..	8	..	..	15	..	..	15	Killed } 1
..	685	354	842	5	276	7,189	49	1	7,239	Injured } 1
..	..	..	..	..	..	..	..	..	..	Killed } 2
..	..	..	..	..	..	..	..	..	..	Injured } 2
..	..	..	..	..	..	..	..	..	..	Killed } 3
..	..	..	..	..	..	30	..	..	30	Injured } 3
..	..	..	..	..	..	..	..	..	..	Killed } 4
..	..	..	..	..	..	3	..	..	3	Injured } 4
..	..	..	..	..	..	..	..	..	..	Killed } 5
..	..	..	..	..	..	8	..	..	8	Injured } 5
..	..	..	8	..	..	15	..	..	15	Killed } Total (*b*).
..	685	354	842	5	276	7,230	49	1	7,280	Injured } Total (*b*).
										(*c*) *Affecting other persons.*
..	..	..	..	..	..	..	..	..	..	Killed } 1
..	..	..	..	..	..	7	1	..	8	Injured } 1
..	..	..	..	..	..	..	..	..	..	Killed } 2
..	..	..	..	..	..	..	..	..	..	Injured } 2
..	..	..	..	..	..	..	..	..	..	Killed } 3
..	..	..	..	..	..	..	3	..	3	Injured } 3
..	..	..	..	..	..	..	..	..	..	Killed } 4
..	..	..	..	..	..	..	..	..	..	Injured } 4
..	..	..	..	..	..	1	..	..	1	Killed } 5
..	..	..	..	..	..	1	..	..	1	Injured } 5
..	..	..	..	..	..	1	..	..	1	Killed } Total (*c*).
..	..	..	..	..	..	8	4	..	12	Injured } Total (*c*).
..	..	..	8	..	..	16	..	..	16	Killed } Grand Total (*d*)
..	685	354	842	5	276	7,238	53	1	7,292	Injured } Grand Total (*d*)

Rolling-stock fitted with automatic brakes, passenger vehicles lighted by gas or electricity and lower class

Railway system.	Gauge.	Locomotives.		Coaching vehicles (including brake vans used exclusively on passenger service).			Goods vehicles (including brake-vans used indiscriminately on passenger, mixed or goods service, but excluding cranes and their dummy trucks).		
		Total No. on the line.	Percentage of number fitted with automatic brakes to the total No. on the line.	Total number.	Percentage of number braked on total.	Percentage of number piped on total.	Total number.	Percentage of number braked on total.	Percentage of number piped on total.
1	2	3	4	5	6	7	8	9	10
CLASS I RAILWAYS.									
Assam-Bengal	3′ 3⅜″	207	98·6	847	96·0	2·72	5,861	88·1	2·17
Bengal and North-Western	3′ 3⅜″	400	71·8	1,576	66·8	13·5	12,180	*Nil*	0·84
Bengal-Nagpur	5′ 6″	664	100·0	1,138	95·9	4·13	22,664	77·1	22.9
	2′ 6″	115	93·0	422	91·2	*Nil*	1,989	86·0	0·10
Bombay, Baroda and Central India.	5′ 6″	363	100·0	‡973	100·0	*Nil*	10,109	93·8	3·02
	3′ 3⅜″	452	100·0	¶1,454	99·9	0·07	9,416	37·2	11·3
	2′ 6″	25	*Nil*	72	*Nil*	*Nil*	329	*Nil*	*Nil*
Burma	3′ 3⅜″	376	100·0	1,183	89·0	5·75	9,580	41·2	8·53
Eastern-Bengal	5′ 6″	294	100·0	1,096	99·7	0·27	8,260	57·8	41·7
	3′ 3⅜″	207	100·0	1,035	87·5	12·5	5,635	37·9	2·02
	2′ 6″	10	20·0	58	*Nil*	*Nil*	27	*Nil*	*Nil*
East Indian	5′ 6″	1,579	99·3	3,387	98·7	1·06	51,190	78·1	19·5
Great Indian Peninsula	5′ 6″	692	100·0	2,073	100·0	*Nil*	19,279	90·9	8·82
	2′ 6″	22	*Nil*	51	*Nil*	*Nil*	235	*Nil*	*Nil*
Jodhpur	3′ 3⅜″	107	84·1	337	84·3	3·26	2,692	4·01	1·34
Madras and Southern Mahratta.	5′ 6″	302	99·3	947	97·5	2·53	6,330	82·9	17·0
	3′ 3⅜″	355	74·9	1,118	88·3	5·55	7,812	3·07	42·1
Nizam's State	5′ 6″	85	100·0	182	99·5	0·55	2,328	76·5	21·1
	3′ 3⅜″	87	85·1	180	100·0	*Nil*	1,470	34·1	1·16
North Western	5′ 6″	1,204	99·2	3,721	100·0	*Nil*	28,972	92·1	7·91
	2′ 6″	100	*Nil*	360	87·8	*Nil*	905	75·2	0·77
Rohilkund and Kumaon	3′ 3⅜″	80	71·3	225	54·7	14·2	2,955	0·98	0·30
South Indian	5′ 6″	152	100·0	473	97·5	2·54	2,517	80·4	18·8
	3′ 3⅜″	383	100·0	†1.483	94·1	4·45	6,284	4·50	4·19
	2′ 6″	11	54·5		*Nil*	*Nil*	78	*Nil*	*Nil*
Total		8,272	94·6	24,426	93·4	2·98	219,077	65·4	14·1
CLASS II RAILWAYS.									
Barsi Light	2′ 6″	§36	83·3	§122	100·0	*Nil*	286	43·7	56·3
Bengal Dooars	3′ 3⅜″	19	47·4	72	15·3	41·2	449	0·44	*Nil*
Bhavnagar State	3′ 3⅜″	37	75·7	196	90·3	7·65	1,101	0·36	1·18
Bikaner State	3′ 3⅜″	54	50·0	181	33·7	16·0	1,258	5·80	0·24
Darjeeling Himalayan	2′ 0″	35	2·90	131	100·0	*Nil*	525	100·0	*Nil*
Dibru Sadiya	3′ 3⅜″	25	84·0	63	82·5	17·4	1,157	27·3	65·5
Gaekwar's Baroda State	3′ 3⅜″	22	95·5	91	98·9	1·10	319	20·4	2·82
	2′ 6″	38	*Nil*	162	*Nil*	*Nil*	743	*Nil*	*Nil*
Gondal	3′ 3⅜″	26	100·0	142	92·3	7·75	702	0·14	1·99
Jaipur State	3′ 3⅜″	13	100·0	78	100·0	*Nil*	130	100·0	*Nil*
Jamnagar and Dwarka	3′ 3⅜″	17	70·6	74	71·6	94·6	604	95·1	7·61
Junagad State	3′ 3⅜″	18	100·0	155	98·1	1·94	359	5·85	30·9
Morvi	3′ 3⅜″	20	90·0	119	97·5	*Nil*	349	3·72	4·58
Mysore	3′ 3⅜″	51	82·4	184	91·0	6·20	593	63·0	2·00
	2′ 6″	10	90·0	30	10·0	*Nil*	88	3·00	96·0
	2′ 0″	6	*Nil*	5	*Nil*	*Nil*	52	*Nil*	*Nil*
Shahdara (Delhi)-Saharanpur	2′ 6″	10	*Nil*	49	*Nil*	*Nil*	266	*Nil*	*Nil*
Total	..	437	62·9	1,854	72·5	9·76	8,981	25·0	13·7
GRAND TOTAL (CLASS I & II RAILWAYS).	..	8,709	93·0	26,280	91·9	3·46	228,058	63·8	14·1

† Includes 48 Trailer Coaches (Electric).

§ Includes 2 Steam Coaches.

‡ Includes 120 Trailer Coaches (Electric).

¶ Includes 3 Sentinel Steam Coaches.

DIX E.

carriages provided with latrine accommodation on Class I and II Railways on the 31st March 1937.

Passenger vehicles fitted for lighting with gas or electricity.			Lower class carriages provided with latrine accommodation for passengers.				Percentage of vehicles provided with latrine accommodation on the total number in each.				Railway system.
Total number suitable for lighting.	Percentage of number lighted with gas on total.	Percentage of number lighted with electricity on total.	Intermediate class.	Third class.	Composites containing Intermediate or Third Class accommodation.	Total.	Intermediate class.	Third class.	Composites containing Intermediate or Third Class accommodation.	Total.	
11	12	13	14	15	16	17	18	19	20	21	22
											CLASS I RAILWAYS.
717	*Nil*	93·2	3	229	222	454	100·0	95·8	100·0	97·8	Assam-Bengal.
1,356	*Nil*	100·0	61	493	78	632	100·0	51·1	100·0	57·2	Bengal and North Western.
(*b*)866	5·66	94·3	59	366	190	615	100·0	97·9	97·9	98·1	Bengal Nagpur.
(*b*)385	*Nil*	91·2	11	179	55	245	100·0	83·6	64·7	79·0	
759	*Nil*	100·0	*Nil*	295	139	434	*Nil*	94·9	62·3	81·3	Bombay, Baroda and Central India.
1,251	*Nil*	100·0	*Nil*	650	241	891	*Nil*	89·4	100·0	92·1	
72	*Nil*	38·9	*Nil*	33	26	59	*Nil*	76·7	100·0	85·5	
882	*Nil*	91·5	*Nil*	349	267	616	*Nil*	88·1	89·6	88·8	Burma.
779	*Nil*	100·0	5	175	224	404	100·0	77·4	68·5	72·4	Eastern Bengal.
755	*Nil*	100·0	16	297	232	545	100·0	100·0	100·0	100·0	
58	*Nil*	37·9	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	
(*c*)2,822	*Nil*	82·1	139	1,176	779	2,094	100·0	96·6	97·3	97·0	East Indian.
(*a*)1,325	*Nil*	100·0	1	470	364	835	100·0	82·6	78·3	80·7	Great Indian Peninsula.
49	*Nil*	100·0	*Nil*	26	20	46	*Nil*	92·9	100·0	95·8	
305	*Nil*	94·5	13	96	110	219	100·0	100·0	100·0	100·0	Jodhpur.
(*e*)696	*Nil*	97·1	*Nil*	282	264	546	*Nil*	94·0	96·0	95·0	Madras and Southern Mahratta.
(*e*)930	*Nil*	98·4	*Nil*	413	350	763	*Nil*	99·8	92·6	96·3	
143	21·7	78·3	*Nil*	59	23	82	*Nil*	100·0	95·8	98·8	Nizam's State.
148	43·2	56·8	*Nil*	71	21	92	*Nil*	94·7	87·5	92·9	
*2,729	*Nil*	96·9	46	1,050	832	1,928	100·0	100·0	100·0	100·0	North Western.
*300	*Nil*	82·7	8	176	46	230	100·0	100·0	100·0	100·0	
255	*Nil*	93·3	3	93	50	146	100·0	68·4	100·0	77·2	Rohilkund and Kumaon.
359	*Nil*	94·2	*Nil*	141	102	243	*Nil*	100·0	100·0	100·0	South Indian.
1,357	*Nil*	94·3	*Nil*	547	180	727	*Nil*	75·9	52·5	68·3	
35	*Nil*	100·0	*Nil*	8	1	9	*Nil*	44·4	9·09	31·0	
19,333	0·74	93·8	365	7,674	4,816	12,855	100·0	86·9	88·9	88·0	Total.
											CLASS II RAILWAYS.
§111	*Nil*	100·0	*Nil*	23	12	35	*Nil*	31·1	63·2	37·6	Barsi Light.
64	*Nil*	100·0	3	17	10	30	100·0	53·1	100·0	66·7	Bengal Dooars.
140	*Nil*	100·0	*Nil*	85	13	98	*Nil*	100·0	100·0	100·0	Bhavnagar State.
145	*Nil*	97·2	6	86	16	108	100·0	100·0	100·0	100·0	Bikaner State.
109	5·50	84·4	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	Darjeeling Himalayan.
54	*Nil*	94·4	*Nil*	33	12	45	*Nil*	100·0	100·0	100·0	Dibru Sadiya.
162	*Nil*	100·0	*Nil*	51	29	80	*Nil*	100·0	100·0	100·0	Gaekwar's Baroda State.
313	*Nil*	91·1	*Nil*	79	40	119	*Nil*	76·7	100·0	83·2	
112	*Nil*	100·0	*Nil*	62	16	78	*Nil*	100·0	100·0	100·0	Gondal.
74	*Nil*	100·0	*Nil*	60	*Nil*	60	*Nil*	100·0	*Nil*	100·0	Jaipur State.
54	*Nil*	100·0	*Nil*	30	*Nil*	30	*Nil*	92·5	*Nil*	92·5	Jamnagar and Dwarka.
138	*Nil*	100·0	*Nil*	63	29	92	*Nil*	100·0	82·9	93·9	Junagad State.
92	*Nil*	98·9	*Nil*	45	15	60	*Nil*	100·0	83·3	95·2	Morvi.
(*d*)276	*Nil*	96·0	*Nil*	199	*Nil*	199	*Nil*	100·0	*Nil*	100·0	Mysore.
(*d*)58	*Nil*	98·0	*Nil*	44	*Nil*	44	*Nil*	100·0	*Nil*	100·0	
(*d*)10	*Nil*	*Nil*	*Nil*	6	*Nil*	6	*Nil*	100·0	*Nil*	100·0	
53	*Nil*	100·0	3	12	2	17	100·0	28·6	100·0	36·2	Shahdara(Delhi)-Saharanpur
2,071	0·29	91·5	12	895	194	1,101	100·0	82·3	84·3	82·8	Total.
21,404	0·70	93·6	377	8,569	5,010	13,956	100·0	86·4	88·7	87·5	GRAND TOTAL (CLASS I & II RAILWAYS).

* Includes State Saloons, Store vans, Road vans, Medical vans and Saloons exclusively used for departmental purposes, Military, Dining and Tourist cars.

(*a*) This figure varies from the total figure of columns 46 and 62 of Statement 10-B against G. I. P. Ry., as in the latter are included 133 reserved cars and 60 non-passenger carrying vehicles.

(*b*) Exclude 63 Broad-Gauge and 11 Narrow Gauge Goods Vehicles, respectively, which are included in figures of columns 62 and 9, respectively, of statement 10 of B. N. Ry. (broad and narrow gauges). Also excludes 19 carriages not used for public traffic and includes 2 steam coaches in respect of Broad Gauge and 3 in respect of Narrow Gauge.

(*c*) Includes 3 steam coaches.

(*d*) Represent "Units" converted in terms of 4-wheelers in stock.

(*e*) Exclude 34 and 49 vehicles on the Broad and Metre Gauges, respectively, transferred from Goods Stock as they are not passenger carriages.

APPENDIX F.

Statement showing the cost of the Police Force employed on Railways during the year 1936-37.

Railway system.	Crime and Order Contribution to Local Government.	Watch and Ward.		Total cost to the Railway.	Total cost.	
		Watchmen.	Contingencies.		Per Route Mile.	Per Train Mile.
1	2	3	4	5	6	7
Class I.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Assam-Bengal	49,448	91,952	1,694	1,43,094	109·5	0·03
Bengal and North-Western	30,922	78,556	1,470	1,10,948	52·6	0·01
Bengal Nagpur	82,684	4,49,165	16,127	5,47,976	161·5	0·04
Bombay, Baroda and Central India	2,03,523	6,51,646	21,496	8,76,665	249·7	0·05
Burma	*Nil*	67,118	4,561	71,679	34·8	0·01
Eastern Bengal	*Nil*	3,54,481	24,890	3,79,371	188·8	0·03
East Indian	*Nil*	(c) 7,16,622	67,687	7,84,309	178·6	0·03
Great Indian Peninsula	(a) *Nil*	4,12,498	13,895	4,26,393	90·0	0·01
Jodhpur	*Nil*	23,263	3,549	26,812	25·4	0·01
Madras and Southern Mahratta	2,17,007	3,04,843	11,316	5,33,166	165·1	0·04
Nizam's State	1,68,158	*	36,998	2,05,156	152·2	0·06
North Western	*Nil*	10,50,768	19,050	10,69,818	154·0	0·04
Rohilkund and Kumaon	10,000	23,384	651	34,035	59·7	0·02
South Indian	2,09,971	1,37,426	2,609	3,50,006	138·2	0·02
Total	9,71,713	43,61,722	2,25,993	55,59,428	145·6	0·03
Class II.						
Barsi Light	4,300	6,157	347	10,804	53·3	0·02
Bengal Dooars	75	7,777	255	8,107	50·5	0·03
Bhavnagar State	13,647	12,558	*Nil*	26,205	85·4	0·04
Bikaner State	23	6,957	193	7,173	9·01	0·01
Darjeeling Himalayan	1,562	*Nil*	*Nil*	1,562	10·7	0·00
Dibru Sadiya	*Nil*	4,668	*Nil*	4,668	54·3	0·01
Gaekwar's Baroda State	*Nil*	10,453	40	10,493	16·2	0·01
Gondal	14,588	9,925	40	24,553	119·1	0 05
Jaipur State	(b)	(b)	(b)	(b)	(b)	(b)
Jamnagar Dwarka	1,979	3,402	23	5,404	34·3	0·02
Junagad State	5,671	2,008	*Nil*	7,679	36·5	0·02
Morvi	8,143	1,546	*Nil*	9,689	73·3	0·02
Mysore	*Nil*	8,930	*Nil*	8,930	19·4	0·01
Shahdara (Delhi)-Saharanpur Light	*Nil*	4,662	313	4,975	53·8	0·03
Total	49,988	79,043	1,211	1,30,242	34·4	0·02
Class III Total	10,752	11,340	126	22,218	19·1	0·01
Grand Total	10,32,453	44,52,105	2,27,330	57,11,888	132·4	0·03

* Included in column 2.

(a) Credit of Rs. 90,911 has since been received by the Railway from H. E. H. the Nizam's Government on account of contributions made by the Railway for Crime and Order Police during the years 1930-31 to 1934-35.

(b) The cost of Police force and Watch and Ward Staff is borne by the Jaipur Goverment under Jaipur State Police Budget.

(c) Includes Rs. 3,078 on account of passages of Officers under Lee concession and Rs. 27,649 on account of Leave Allowances in England.

APPENDIX G.

Errata showing (*i*) Corrections in comparative statements (*i.e.*, statements in which two or more years' figures are published),

(*ii*) Corrections in statements in which only one year's figures are published, and

(*iii*) Corrections relating to earlier years [other than those referred to at (*i*) and (*ii*)],

in Vol. II of the annual Report by the Railway Board on Indian Railways.

PART I.—*Corrections in comparative statements showing two or more years' figures [item (i) in heading above]*,

Please see corrected figures referred to as "revised figures" in footnotes on pages 5, 7, 8, 12, 13, 14, 45, 47, 52, 53, 55, 104, 105, 106, 107, 112, 113, 114, 115, 116, 117, 118, 119, 142, 143*, 149, 220, 221, 222, 223, 234, 235 and 236.

* Previous years' figures in respect of Eastern Bengal Railway (Narrow Gauge) in cols. 13, 18 and 19 of St. 24 were incorrect as they were compiled on incorrect data.

PART II.—[*Showing particulars of (ii) and (iii) heading above*].

Reference to Vol. II.	Railway(s). Particulars.	Year to which correction pertains.	Number of— Page(s).	Summary / Statement / Appendix.	Column No.	Particulars. Figures as shown.	Figures as should be.
1935-36	"Class I Railways 5′ 6″ Gauge"	1935-36	11	Summary VIII ..	28	103	108
1935-36	"Class I Railways 5′ 6″ Gauge"	935-36	11	Summary IX ..	24	1	6
1929-30	Great Indian Peninsula ..	1929-30	142	Statement No. 24 ..	6	2,170	2,770
1929-30	Great Indian Peninsula ..	1929-30	142	Statement No. 24 ..	(Total) 6	17,315	17,915
1929-30	Great Indian Peninsula ..	1929-30	142	Statement No. 24 ..	13	16,141	18,348
1929-30	Great Indian Peninsula ..	1929-30	142	Statement No. 24 ..	18	51·4	45·2
1934-35	Madras and Southern Mahratta (5′ 6″).	1934-35	120	Statement No. 17 ..	3	..	3,987
1934-35	Total 5′ 6″ Gauge (Steam) ..	1934-35	120	Statement No. 17 ..	6	5,87	35,867
1934-35	Bengal Nagpur (Narrow Gauge)	1934-35	132	Statement No. 19 ..	12	2,53	6,253
1935-36	Bombay, Baroda and Central India (5′ 6″).	1935-36	64	Statement No. 8 ..	5	775·03	775·04
1935-36	Bombay, Baroda and Central India (5′ 6″).	1935-36	64	Statement No. 8 ..	(Total) 5	3,428·21	3,423·22
1935-36	Bombay, Baroda and Central India (5′ 6″).	1935-36	64	Statement No. 8 ..	6	240·83	240·82
1935-36	Bombay, Baroda and Central India (5′ 6″).	1935-36	64	Statement No. 8 ..	(Total) 6	243·65	243·64
1935-36	East Indian	1935-36	87	Statement No. 10 ..	28	27	32
1935-36	East Indian	1935-36	87	Statement No. 10	(Total) 28	103	108
1935-36	East Indian	1935-36	91	Statement No. 11 ..	24	*Nil*	5
1935-36	East Indian	1935-36	91	Statement No. 11 ..	(Total) 24	1	6
1935-36	Bombay, Baroda and Central India	1935-36	271	Appendix E ..	20	69·9	60·9

H1CRAccts.—890—22-1-38—GIPS

2078/1939

Books and Technical Papers published by the Railway Board.

BOOKS.

(1) Report by the Railway Board on Indian Railways. Published yearly. Price—Volume I—Report, Rs. 6-4-0 or 10*s*. Volume II, Rs. 4-12-0 or 8*s*. (1936-37).

(2) Classified List of State Railway Establishment and Distribution Return of Establishment of all Railways. Published yearly. Price Rs. 1-12-0 or 3*s*.

(3) History of Indian Railways, constructed and in progress corrected up to 31st March 1933. Published quinquennially. Price Rs. 6-0-0 or 9*s*. 9*d*.

(4) History of Services of the Officers of the Indian State Railways. Published biennially. Price Rs. 20 or 31*s*. 6*d*. (Corrected up to 1st July 1937).

TECHNICAL PAPERS.

(5) Over 300 papers have been published by the Railway Board's office. The papers comprise :—

(*a*) Original descriptions of railway works and studies of railway problems in India and elsewhere.

(*b*) Reprints of articles from foreign engineering magazines.

(*c*) Reprints or abstracts of reports received by the Government of India on subjects connected with railways.

A complete list of the papers can be obtained *gratis* from the Chief Controller, Standardisation, Central Standards Office for Railways, Simla/New Delhi. A few of the more important Technical papers are mentioned below :—

Technical Paper.	*Name.*	*Author.*
No. 72.	The design of well foundations for bridges	(Compiled.)
„ 148.	Statistics of railway working expenditure	G. DEUCHARS.
„ 153.	River training and control on the guide bank system	F. J. E. SPRING.
„ 215.	The Hardinge Bridge over the Lower Ganges at Sara	SIR ROBERT GALES.
„ 219.	Technical education in relation to railways in America	H. L. COLE.
„ 239.	The central control systems for the scheduling of operations in locomotive repairs workshops in England	H. H. SAUNDERS.
„ 242.	Railway Statistics and the Operating Officer	MAJOR F. H. BUDDEN.
„ 243.	How to judge the prospects of new railways	LT.-COL. L. E. HOPKINS.
„ 244.	Sleeper spacing and the effect of the New Permissible Axle-loads	A. F. HARVEY.
„ 245.	Report of the Indian Railway Bridge Committee on track stresses.	
„ 247.	1st and 2nd interim reports of the Indian Railway Bridge Committee on impact and revision of the Bridge rules.	
„ 249.	Operating Statistics and the Divisional Officer	MAJOR F. H. BUDDEN.
„ 250.	Axle-loads, wheel diameter and railheads dimensions.	
„ 251.	A. R. E. and maintenance of Way Association's Impact tests on Railway Bridges. (Reprinted.)	
Description	of the Planning, Progress, Coaling and Engine Repair, Schedule System, introduced on the G. I. P. Railway Loco. shops at Parel	F. G. S. MARTIN.
No. 256.	Notes on the preparation of railway projects	H. L. GLASS.
„ 259.	The estimation of Passenger earnings on new projects	A. LINES.
„ 261.	Tube wells on the N. W. Railway, 1925-27	J. WARDON.
„ 262.	Note on steps to be taken to permit of running the future large vehicles on Broad Gauge Railways, 1927	A. I. SLEIGH.
„ 263.	Note on Composite Index numbers of Indian Railways	W. G. BARNETT.
„ 264.	Memorandum on Traffic Surveys	R. N. NICOLLS.
„ 266.	Principles of the Absolute Block System, 1929	L. H. KIRKNESS.
„ 267.	Flood-Lighting, 1929	H. J. MULLENEUX.
„ 271.	Antiseptic treatment of *Pinus Longifolia* (Chir) for Railway Sleepers	KAMESAM.
„ 272.	The Stereographic Survey of the Shaksgam	MAJOR KENNETH MASON. (Reprint.)
„ 273.	A Schedule system for the Control of Operations in Workshops, 1929	H. H. SAUNDERS.
„ 275.	An Enquiry into the Preparation of Periodic Financial Returns on the Railways of Great Britain, Egypt and Palestine, 1929	MAJOR WAGSTAFF.
„ 276.	Investigation into the Strength of Rail Joints	H. HOWE and L. H. SWAIN.
„ 277.	Description of the Cost Accounting Scheme introduced in the locomotive workshops at Moghalpura	A. E. HOWELL.
„ 278.	Notes on Tube Railway Construction	H. G. SALMOND.
„ 279.	Report on Track Practice on American and Canadian Railways	A. F. HARVEY.
„ 280.	The Installation of a Production System in the locomotive workshops at Moghalpura	A. E. HOWELL.
„ 281.	The Belt System of Repairs introduced in the Locomotive Workshops at Kanchrapara	R. DE VERE IRWIN and J. R. POTTER.
„ 282.	Note on "Fridera"—A composition for reconditioning abrased spike holes in Railway Sleepers	S. KRISHNA and T. P. GHOSE.
„ 283.	Description of a system introduced in the Stores Department of the East Indian Railway, and Appendices	F. G. S. MARTIN and A. R. A. HARE DUKE.
„ 284.	Wagon Repairs—Notes on Progressive System of Wagon Repairs as introduced in North Western Railway Workshops at Moghalpura	B. S. SINDHU.
„ 285.	Note on the Methods by which the provisions regarding Rates and Fares embodied in the English Railways Act of 1921 were framed, both from the points of view of the Railway Companies and of the compilers of the Act	E. A. SIMS.
„ 286.	Stresses in Fishplates for 90 lbs. Rails (with conclusions affecting the design of Standard Rail and Fishplate Sections)	A. M. SIMS.
„ 287.	Report on Oil, Burners and Wicks for Signal Lamps	H. E. COX.
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„ 289.	The Hump Yard in India	MAJOR H. W. WAGSTAFF, M.C., R.E.
„ 290.	The Indian Railway Rates' Structure	A. W. BECKETT.
„ 291.	Controlled Concrete	A. W. CRIPS VILLIERS, B.A., B.A.I.
„ 292.	Hints on the Construction of a Railway in the Plains (with Special Reference to Bengal)	K. B. RAY.
„ 293.	Simplified Design of Masonry Arch by the Elastic Theory	A. VASUDEVAN and GURDIAL SINGH.
„ 294.	Frame Arch Spans for Railway Loadings	H. J. NICHOLS.
„ 295.	The Hallade Track Recorder and Hints on the maintenance of Curves	Reproduced by the courtesy of the London, Midland and Scottish Railway Coy.
„ 296.	Paint Flaking on Railway Carriages	H. M. R. MORSE and B. S. SINDHU.
„ 297.	The Maximum Length of Rails as affected by the Range of Temperature and the design of the Rail-joint	A. M. SIMS.
„ 298.	Cost Accounting in English and Indian Railway Workshops	S. V. IYER.
„ 299.	The Determination of the Permissible Speeds on Curves	E. PROCTER.
„ 300.	Report on Investigation into modern methods of introducing transition curves economically into existing lines of Rly.	R. H. MARTIN.
„ 301.	Note on reconditioning of curves	R. STRICK.
„ 302.	The Coach Painters Handbook and Guide	T. VILLERS.
„ 303.	Wear of Rails on curves and check rail clearances required on curves of 4° and sharper	A. M. SIMS.

The prices of the papers vary from Annas Three to Rupees Fifteen.

The books and papers can be bought from the Manager of Publications, Civil Lines, Delhi.

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GOVERNMENT OF INDIA

RAILWAY DEPARTMENT

(RAILWAY BOARD)

REPORT

BY THE

RAILWAY BOARD

ON

INDIAN RAILWAYS

FOR

1937-38

LIBRARY OF THE BOMBAY BRANCH OF THE ROYAL ASIATIC SOCIETY

Volume I

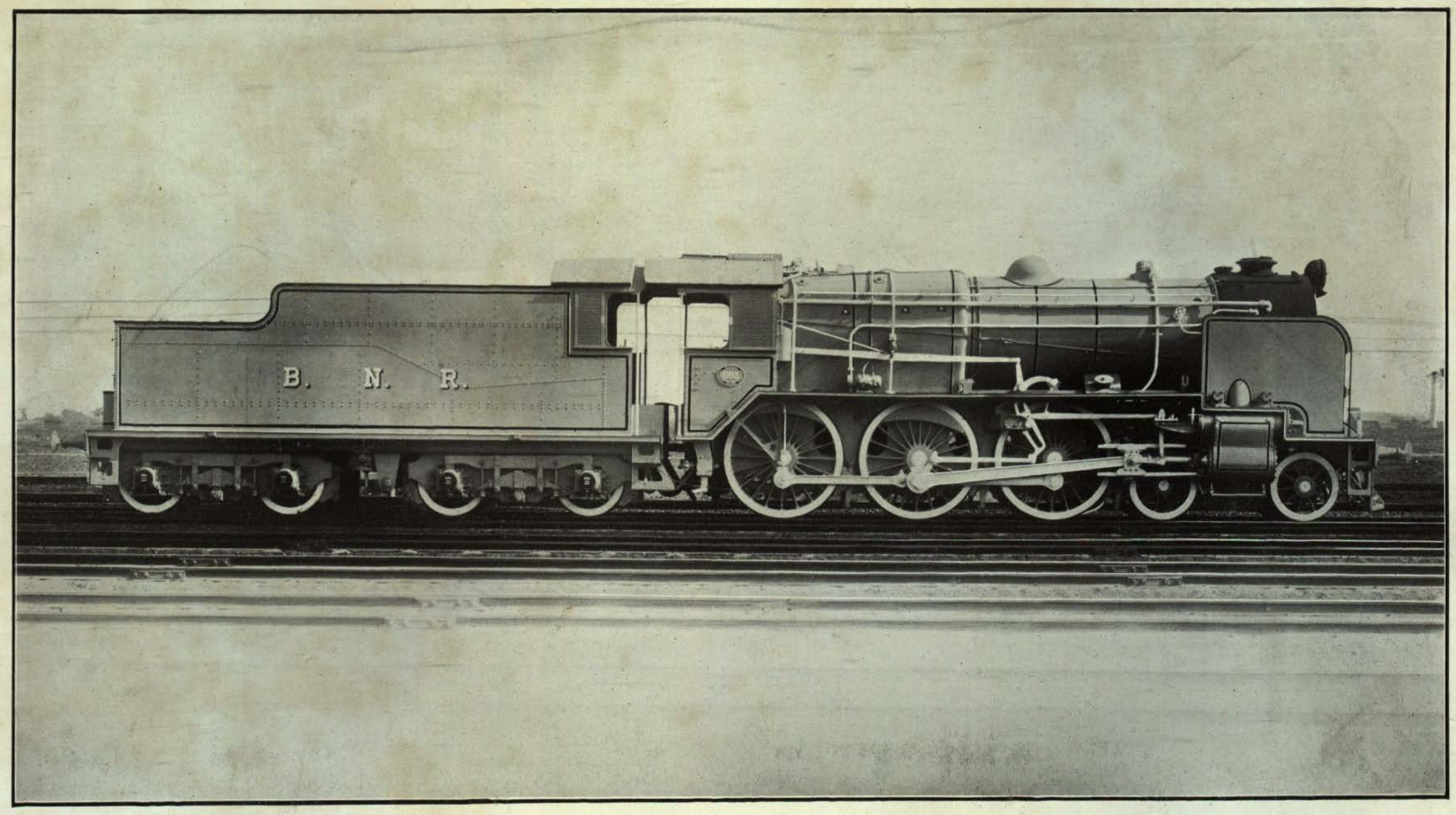
DELHI: MANAGER OF PUBLICATIONS
1939

LIBRARY
OF THE
BOMBAY
BRANCH
OF THE
ROYAL ASIATIC SOCIETY

ILLUSTRATIONS

LIBRARY OF THE BOMBAY BRANCH OF THE ROYAL ASIATIC SOCIETY

A goods train starting from Bhairab Bazar station under " Caution Aspect " : illustrating the use of double-wire 3-aspect signalling.



This is a new design of mail engine aiming at obtaining maximum capacity with the 4-6-0 wheel arrangement and 17-ton axle loading.

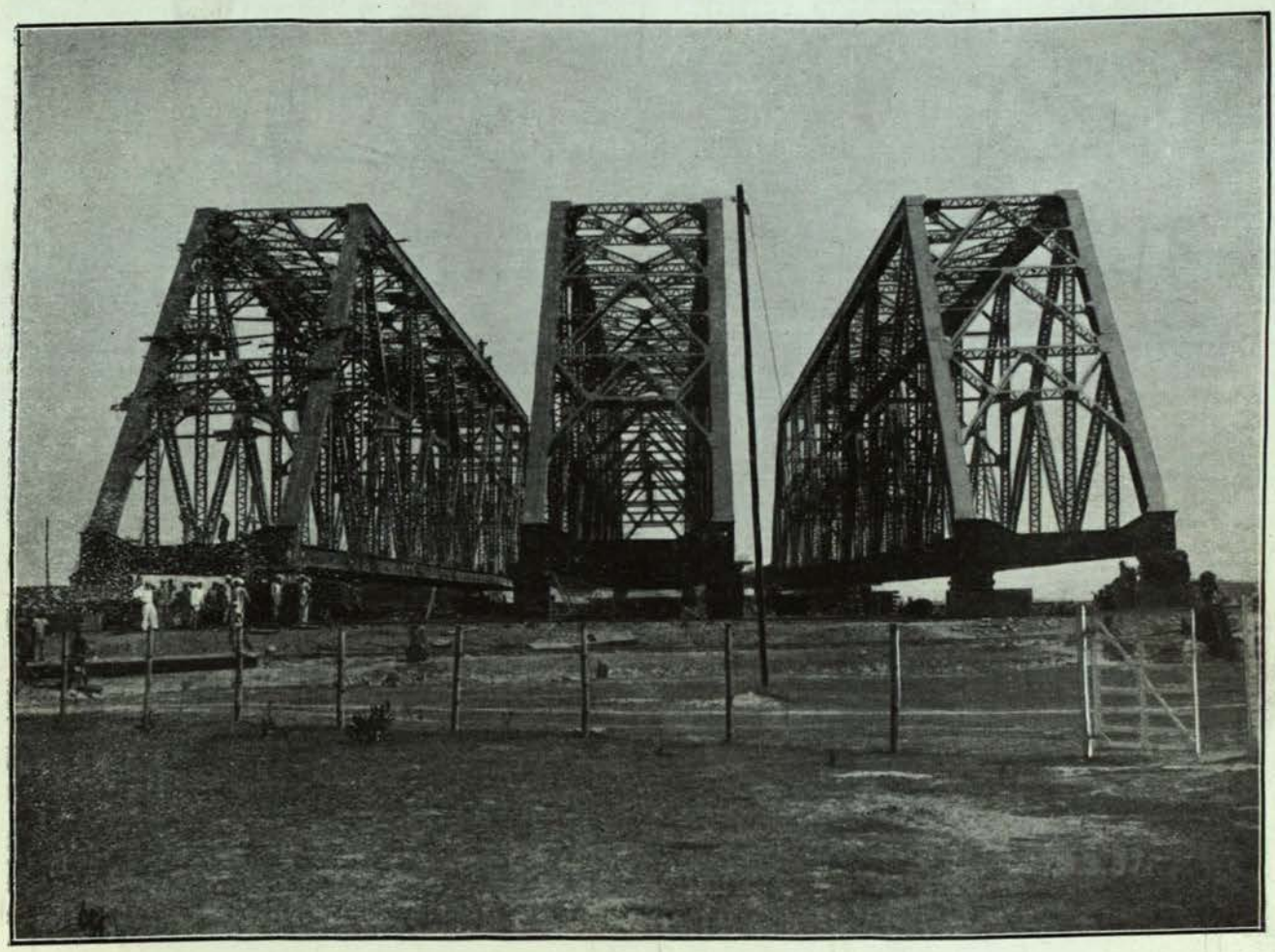
Newly constructed platform shed at Hardwar station.

Platform passenger shelter at Karachi City station, showing the all-welded 50 feet long purlins of angles and round bars.

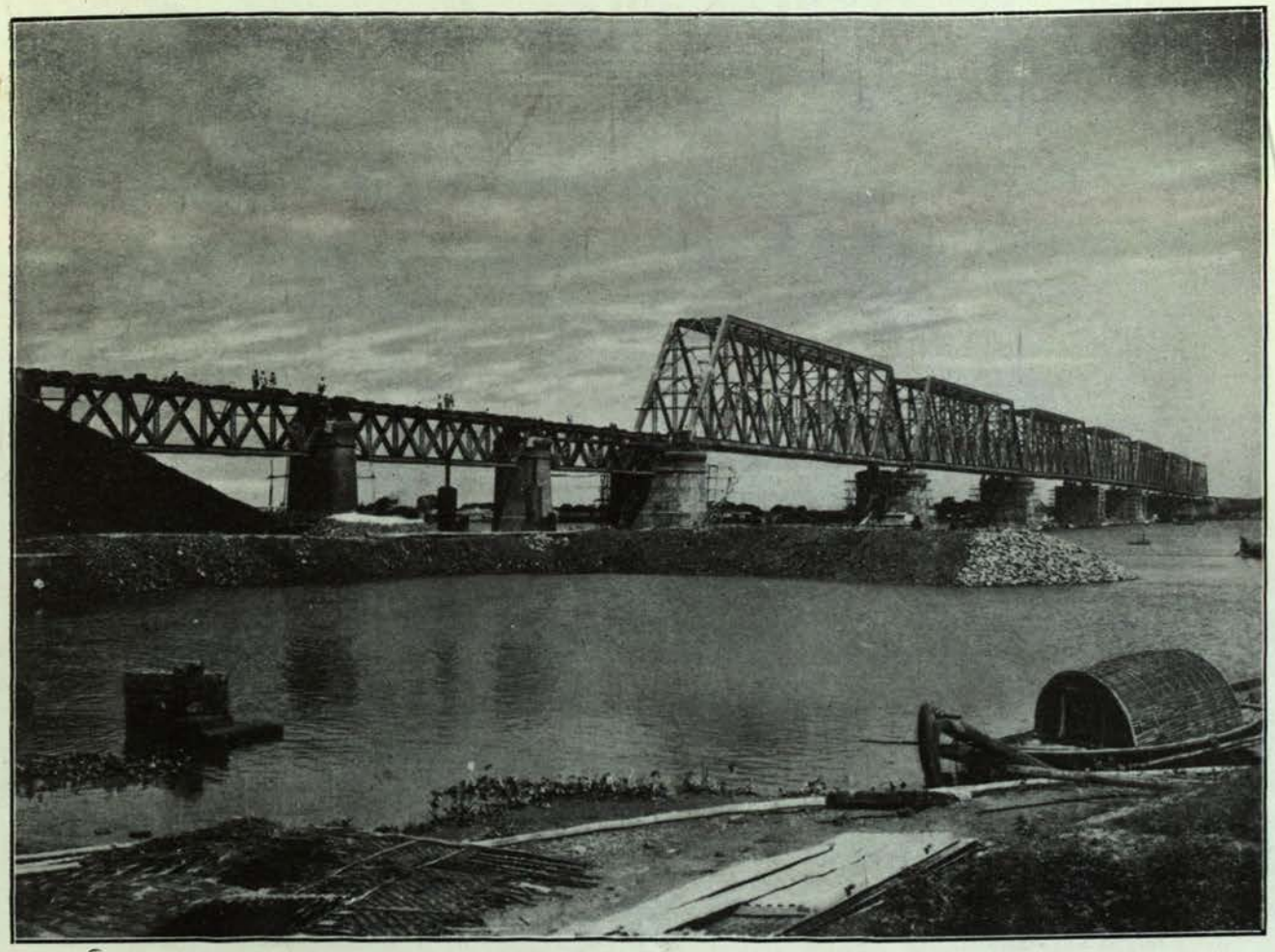
Facade of the new station at Hardwar.

ASSAM BENGAL RAILWAY.

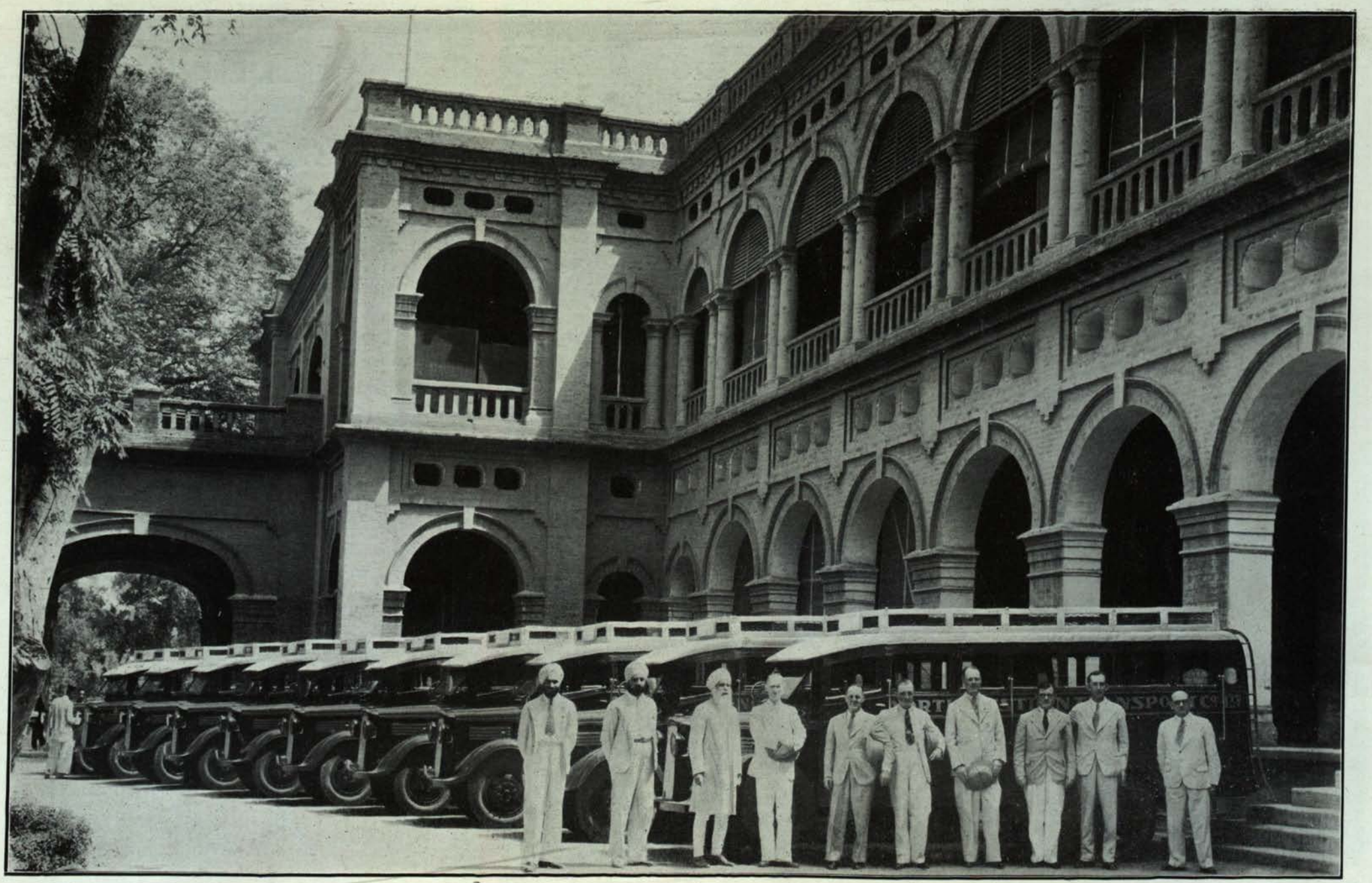
King George the VI Bridge over the Meghna River.



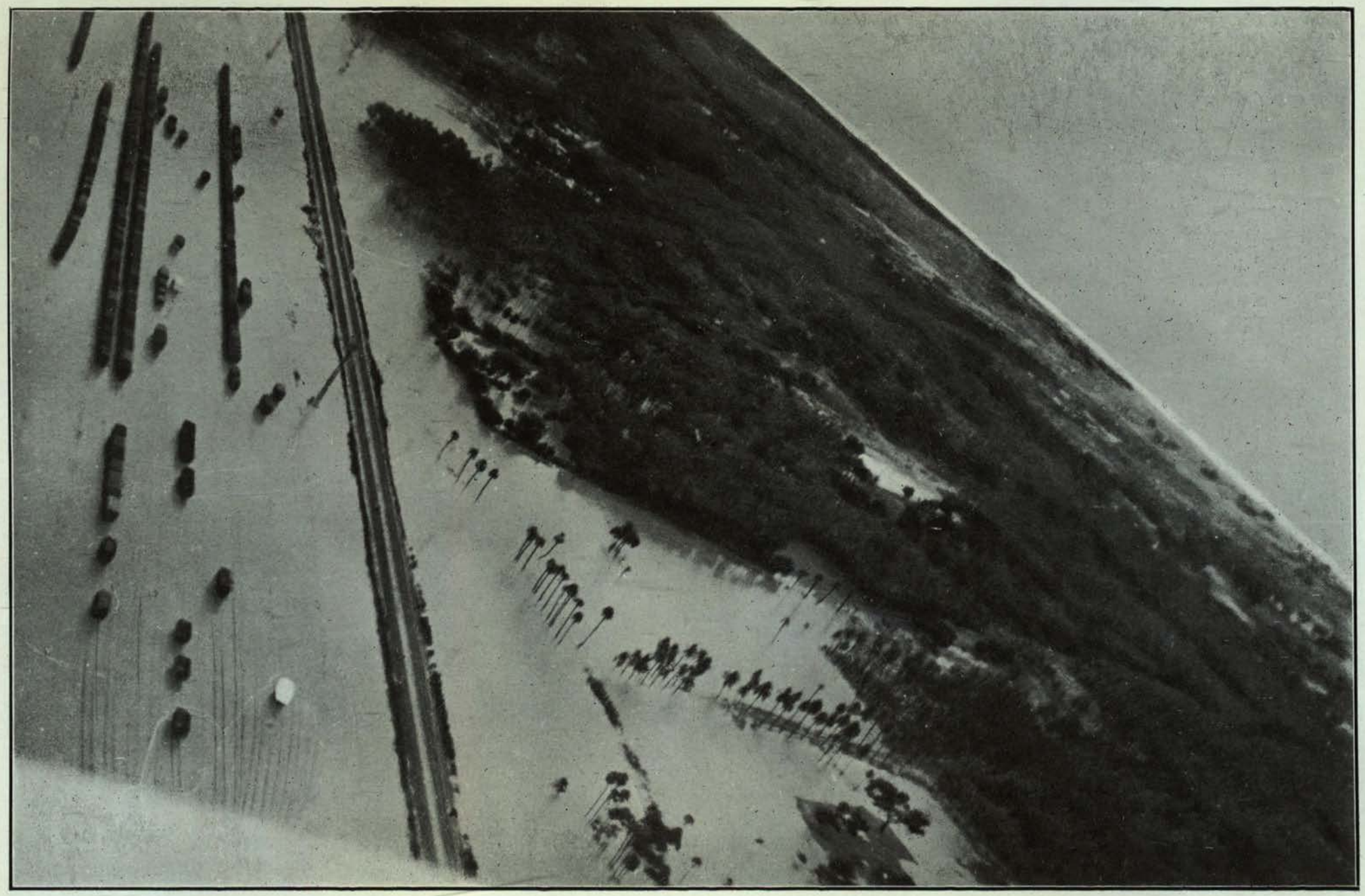
Three spans in the stacking yard ready for removal to bridge site.



Complete view of the bridge from the Ashuganj side.



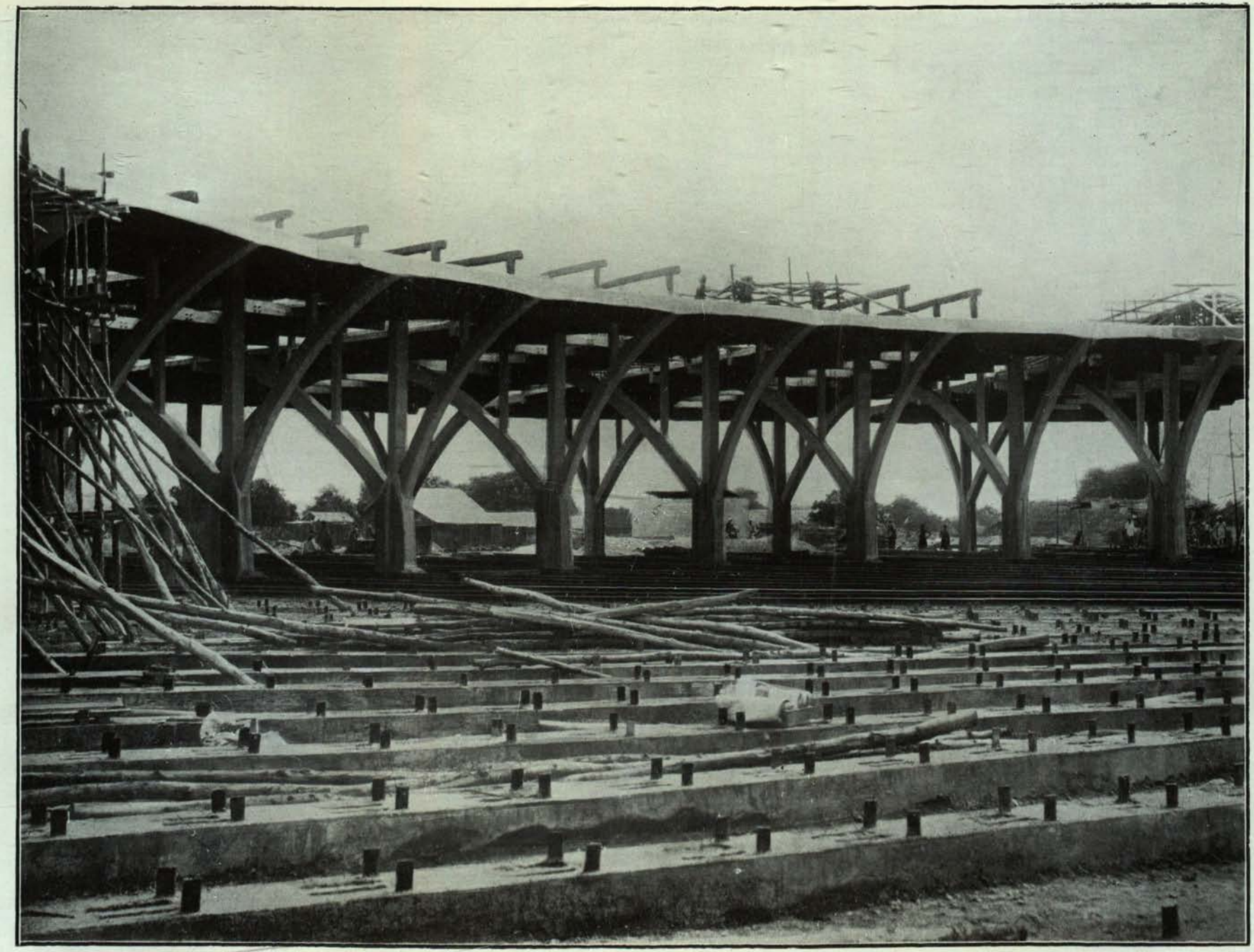
Fleet of buses owned by the North Western Transport Company, in which the North Western Railway holds a predominant share. These buses operate on the Lyallpur-Jhang Road.



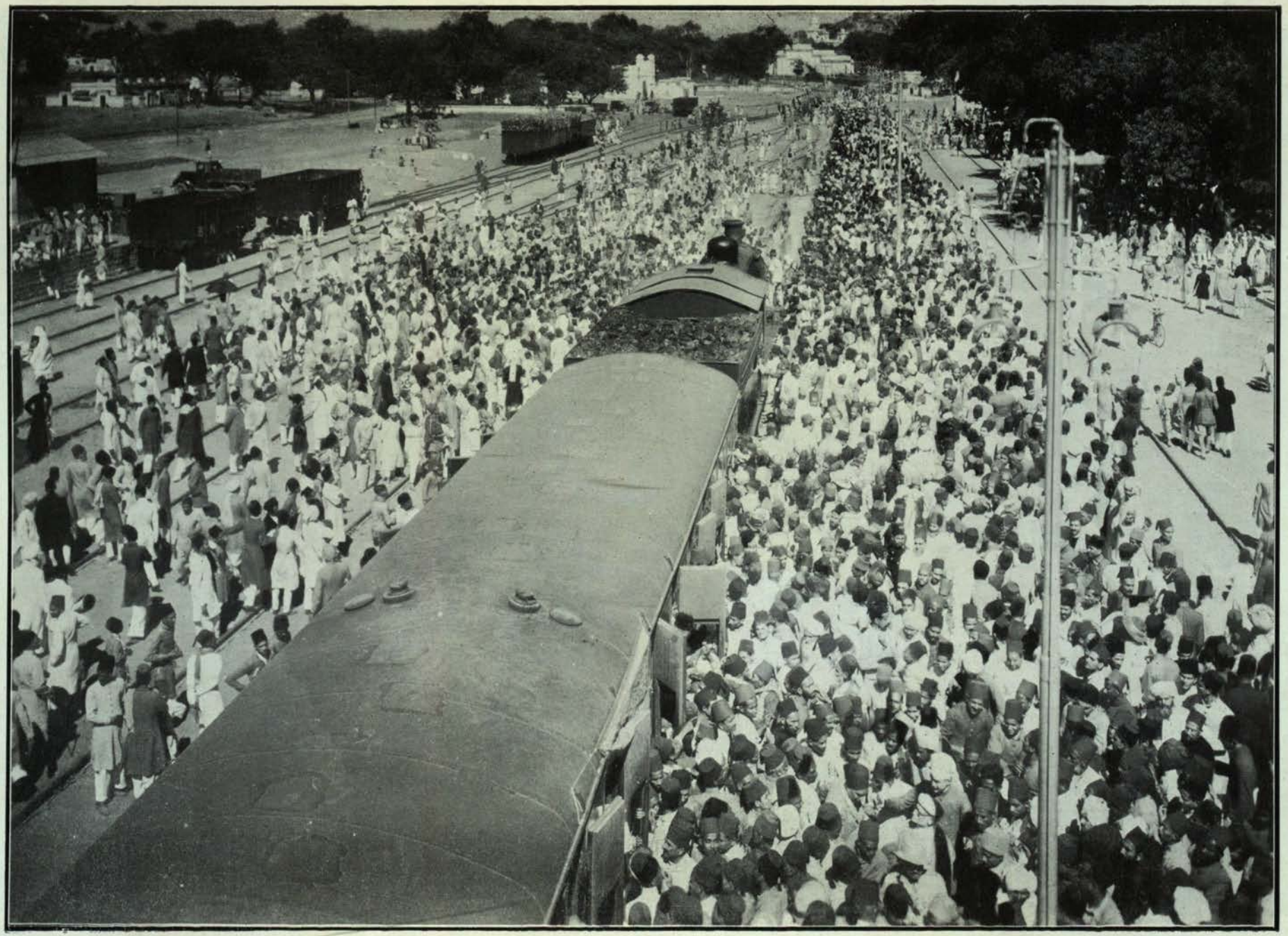
Aerial view of Tondiarpet Marshalling Yard during floods in November, 1937. The marshalling lines can just be seen under the water. The photograph also shows how vehicles were partially submerged.

Interior view of the new Information Bureau in the Head Office at Fairlie Place.

A four-berth compartment in one of the air-conditioned coaches running between Bombay and Delhi.



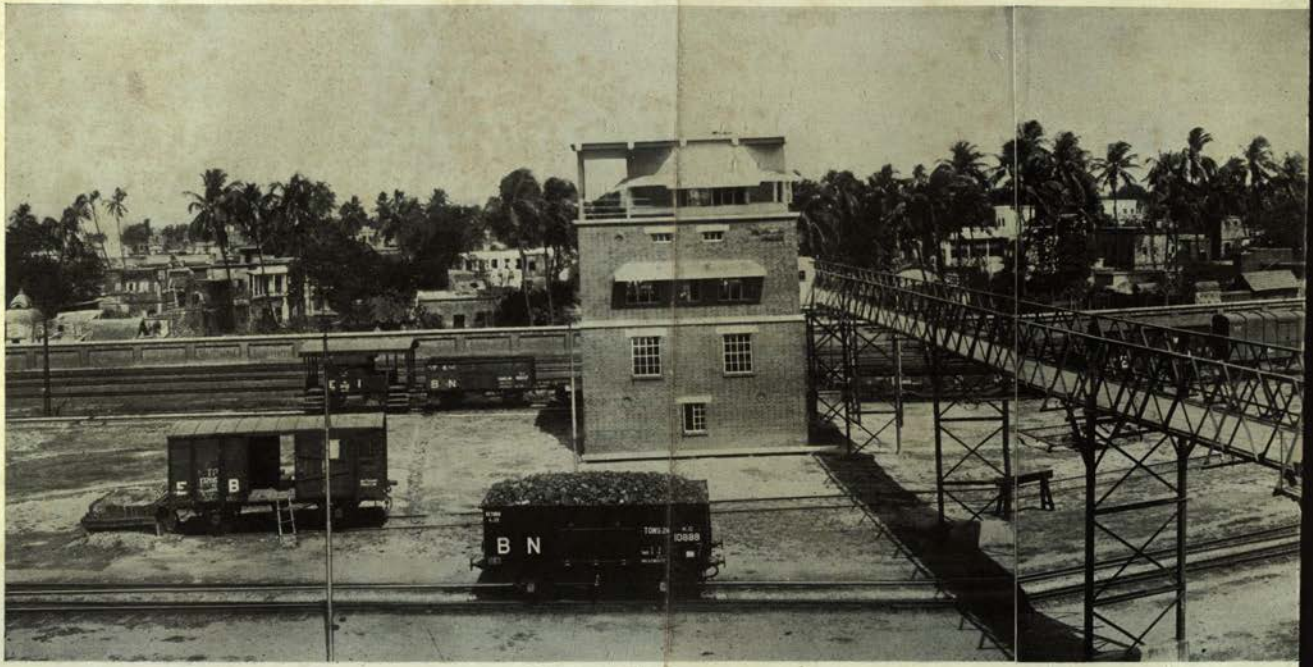
Reinforced concrete Engine Round House under construction at Bitragunta.



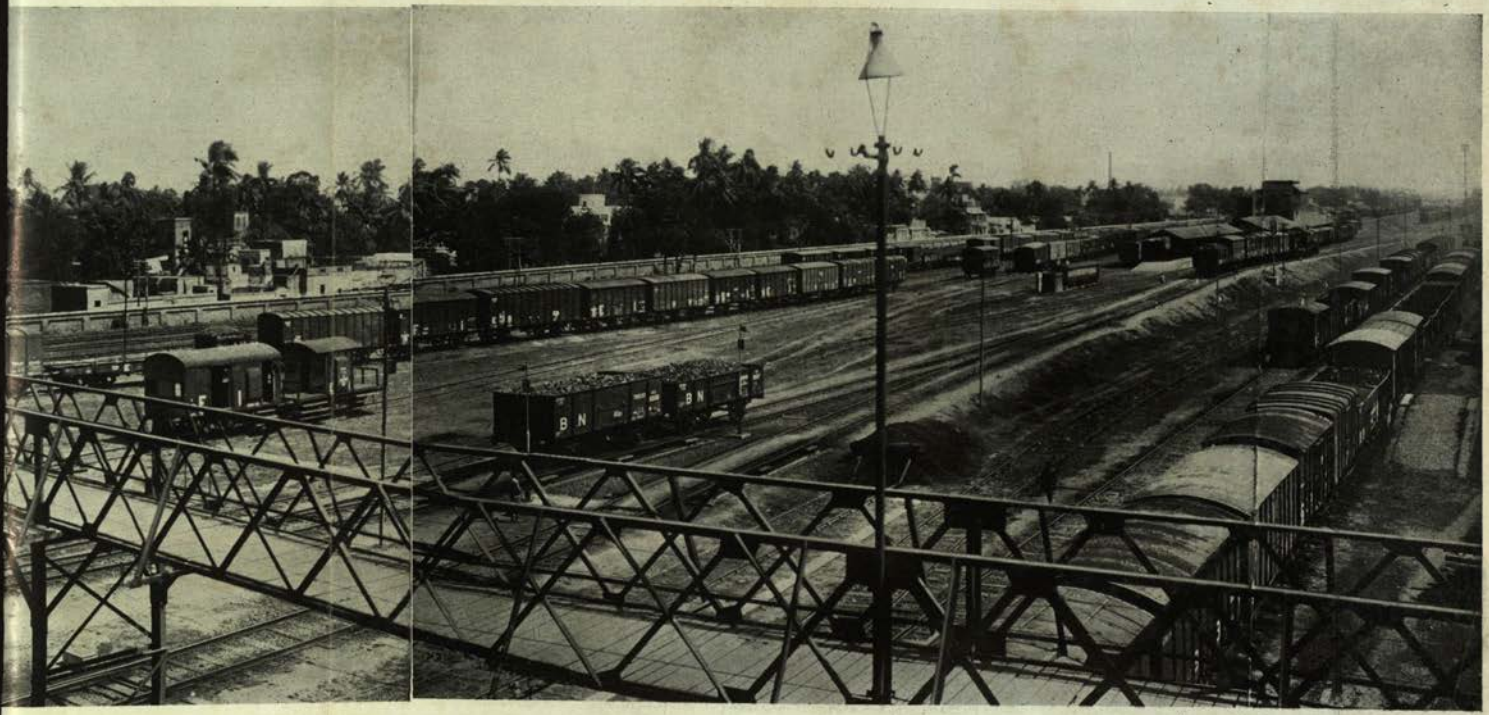
Mecca pilgrim special leaving Hyderabad broad gauge station for Bombay.

One side of the four-berth compartment in one of the air-conditioned coaches running between Bombay and Calcutta.
The two chairs on each side are converted to form beds for the night.

ASIATIC SOCIETY BOMBAY BRANCH OF THE ROYAL



Panoramic view o



f the hump yard at Naihati.

INTRODUCTORY NOTE.

I. The Railway Board's annual report on Indian Railways is prepared for the financial year, *i.e.*, from 1st April of one year to the 31st March of the year following.

Volume I is a narrative report dealing with the various aspects of railway working such as general administration, financial results, improvements in, and additions to, rolling stock, improved operating methods, recruiting, training and welfare of staff and facilities provided for the convenience of the travelling public.

Volume II contains financial and statistical summaries and statements covering the main heads of capital and revenue accounts and the complete range of railway working.

II. For the information of foreign readers, who are not conversant with the value of Indian currency and the units thereof, the following details are given :—

(*a*) One *lakh* equals one hundred thousand.

(*b*) One *crore* equals one hundred lakhs.

(*c*) One *anna* equals $\frac{1}{16}$th of a rupee.

(*d*) One *pie* equals $\frac{1}{12}$th of an anna.

The approximate value in English coinage of a rupee at the present rate of exchange is one shilling and six pence.

III. For statistical purposes, Indian railway systems have been classified as follows :—

Class I—Railways with gross earnings of not less than Rs. 50 lakhs a year.

Class II—Railways with gross earnings of less than Rs. 50 lakhs a year, but exceeding Rs. 10 lakhs.

Class III—Railways with gross earnings of not more than Rs. 10 lakhs a year.

(A detailed list of the railways in each class will be found in Appendix A of this volume.)

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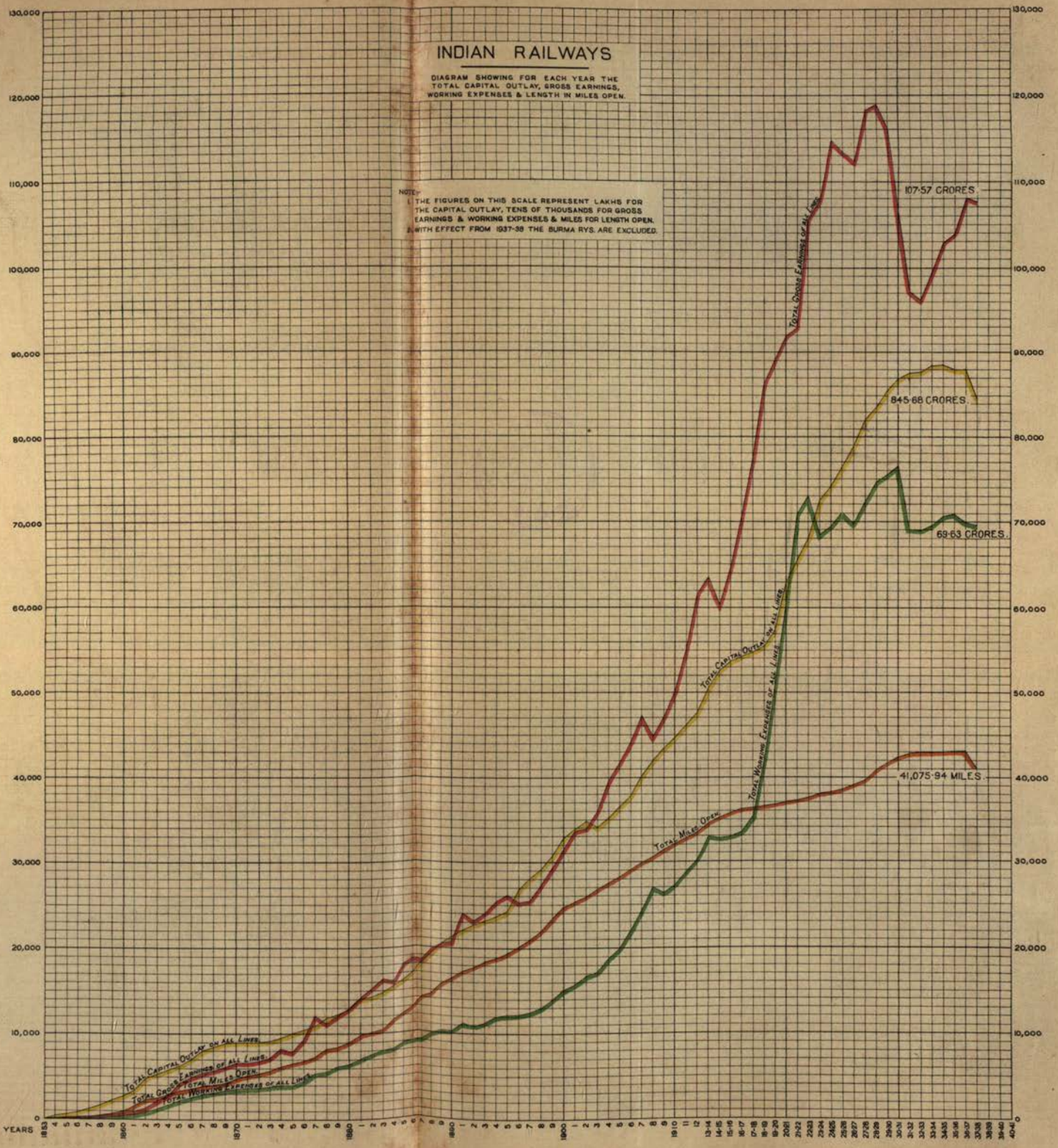

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Heliocographed at the Survey of India Offices, Calcutta.

The main statistics compared for three years. They relate to all railways, *i.e.*, Classes I, II and III.

Items.		1935-36.*	1936-37.*	1937-38.
Gross earnings	(crores) Rs.	100·23	104·37	107·57
Total Working expenses . .	(crores) Rs.	68·11	67·28	69·63
Operating ratio	Per cent	67·95	64·46	64·73
Number of passengers originating .	(millions)	483·13	489·61	521·28
Earnings from carriage of passengers	(crores) Rs.	29·64	29·37	31·08
Average earnings per passenger mile	Pies	3·22	3·17	3·17
Freight tons originating . .	(millions)	82·95	82·41	87·29
Earnings from carriage of goods .	(crores) Rs.	62·19	67·33	68·66
Average earnings per freight ton mile	Pies	6·00	6·22	5·78
Total train miles . . .	(millions)	176·14	181·73	192·20
Gross earnings per train mile .	Rs.	5·67	5·72	5·57
Working expenses per train mile .	Rs.	3·85	3·68	3·60
Net earnings per train mile . .	Rs.	1·82	2·04	1·97
Net earnings per mean mile worked	Rs.	7,700	8,911	9,055

* Excluding for purposes of comparison the Burma Railways which passed from the control of the Indian Government on 1st April 1937.

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CHAPTER I.

GENERAL REVIEW.

1. Monsoon conditions and agricultural results.—Though India is becoming increasingly industrial—witness the growth in production of pig iron, iron and steel from 1,502,000 tons in 1924-25 to 3,209,000 tons in 1936-37 and of cotton piecegoods (excluding fents) from 1,970 million yards in 1924-25 to 3,572 million yards in 1936-37—it still remains primarily an agricultural country and the well-being of the community is therefore largely dependent upon the rainfall. The principal rains occur during the south-west monsoon which usually extends from early in June to September. During 1937, there were spells of heavy rain causing floods in parts of northern India, but as a result of a prolonged break in August there was drought in north-west India and the Deccan. Averaged over the plains of India, however, the total rainfall during the monsoon period was in defect of the normal by 1 per cent. During the retreating period, the rainfall was scanty in Orissa, United Provinces west and Gujarat but generally in excess elsewhere. Taking the year as a whole, the rainfall was within 20 per cent. of the normal except in Sind, Berar, Gujarat and Central Provinces west, where it was somewhat in excess.

From the agricultural point of view, the season was not entirely favourable. Compared with the previous year, the outturn of rice declined by 5 per cent., though it was 3 per cent. more than the average of the preceding five years. Sugarcane declined by 19 per cent. due to a reduction in acreage. The jute crop decreased by 11 per cent. due to unfavourable rainfall in the early stage of its growth. The cotton output was 9 per cent. less. On the other hand, the principal oilseeds, groundnuts and sesamum, increased by 21 and 7 per cent. respectively as a result of extended cultivation; and the outturn of the winter oilseeds, linseed and rape mustard improved by 9 and 7 per cent. respectively. The wheat crop of 1936-37 (the commercial crop of the year under review) was also a good one and showed an increase of 4 per cent.

2. Receipts.—The gross traffic receipts of State-owned Railways for the year amounted to Rs. 95·01 as against Rs. 91·79 crores in 1936-37 or an increase of Rs. 3·22 crores. After meeting all charges, including depreciation and interest on capital at charge, the net result of the year's working was a gain of Rs. 276 lakhs. This surplus was placed to the credit of the general revenues of the Central Government in part payment of the annual contribution due under the convention separating railway finance from the general finances.

On all Railways, passenger and goods traffic showed an appreciable improvement. The earnings from passengers carried increased from Rs. 29·37 crores in 1936-37 to Rs. 31·08 crores in 1937-38. The number of passengers carried was 521·3 millions in 1937-38 as compared with 489·6 in the preceding year or an increase of about 32 millions. Likewise passenger miles increased from 17,785 millions in 1936-37 to 18,847 millions in 1937-38.

The total tonnage carried increased from 82·4 millions in the previous year to 87·3 millions in 1937-38, and the earnings from Rs. 67·33 crores to Rs. 68·66 crores. The net ton miles increased from 20,789 to 22,777 millions. The average rate earned per ton per mile for all commodities showed a slight decrease, being 6·21 pies as against 5·78 in 1937-38.

3. Mileage.—35 new miles of line, entirely located within Indian States and constructed at their cost, were opened during the year. The Jessore-Jhenidah Railway comprising 37 miles was closed for traffic on 1st May 1936, but owing chiefly to diversions and linking of ghat shifts on the Bengal and North-Western Railway and to re-alignments on other railways there was a net increase in the total mileage of 45 miles: the total route mileage at the end of the year was 41,076.

(NOTE.—For purposes of comparison all figures given for 1936-37 exclude the Burma Railways as they passed from Indian control on and from 1st April 1937.)

4. Railways and the Legislature.—As in past years members of the Legislative Assembly and the Council of State continued to take a keen interest in the working of the Railway Department. Out of a total of 3,394 questions asked in both Houses during the year 1937-38, 861 or 25 per cent. were answered by the Railway Department.

In addition to these questions, five resolutions were also discussed—four in the Council of State and one in the Legislative Assembly. These are referred to in the following paragraphs. The report of the Indian Railway Enquiry Committee presided over by Sir Ralph L. Wedgwood was also discussed in both the Houses during the Simla session of 1937 and a statement showing the action taken by the Railway Department (Railway Board) on the recommendations contained in Chapters III to XI of the report was issued to members of the Legislature in February 1938.

4.1. Working of the East Indian Railway Press, Calcutta.—On the 15th September 1937, the Hon'ble Mr. Susil Kumar Roy Chowdhury moved the following Resolution in the Council of State :—

> " That this Council recommends to the Governor General in Council that a mixed Committee of officials and non-officials be appointed to enquire into the workings of the East Indian Railway Press in Calcutta with special reference to :—
>
> (*a*) the working of the press after amalgamation in 1930 with the Eastern Bengal Railway Press,
>
> (*b*) the service conditions of the workers,
>
> (*c*) the fixation of initial pay of the workers,
>
> (*d*) leave and holidays granted to the workers."

In the course of his speech, the mover referred to certain alleged grievances of industrial workers and inferior staff of the combined East Indian and Eastern Bengal Railway Press relating to their conditions of service. These had reference to the inadequacy of leave, incorrect fixation of pay of certain staff at the time of the introduction of the monthly rating system, blocks in promotion, inadequacy of wages for the inferior staff, the inadmissibility of certain staff to subscribe to the Provident fund and the non-formation of Works Committees in the press.

In dealing with the resolution the Hon'ble Sir Guthrie Russell, Chief Commissioner of Railways, reviewed the action taken by the Railway Board, since 1930, to improve the service conditions of the workers of the press and pointed out that the mover of the resolution had only generalised and had not put forward any grievance that had not already been inquired into. He, however, stated that after he had seen the printed record of the proceedings of the debate, and if he could trace any grievance that had not been inquired into or any grievances which he thought were justifiable, he would have further investigations made. The resolution was withdrawn.

4.2. Local Advisory Committees of the Bengal Nagpur Railway.—On the 15th September 1937, the Honourable Mr. Sitakanta Mahapatra moved the following resolution in the Council of State :—

> " That this Council recommends to the Governor General in Council that early steps be taken to constitute the Local Advisory Committees of the Bengal Nagpur Railway on the same lines as those of the East Indian Railway."

In his speech on the resolution, he made two points :—

(*a*) that on the Bengal Nagpur Railway's Local Advisory Committees, members were nominated by the Agent instead of being elected by the bodies they represented as was being done on other railways; and

(*b*) that the number of members on each committee was small in comparison with the members on such committees on other railways.

He desired that conditions on the Bengal Nagpur Railway should be brought into line with those obtaining elsewhere.

The Honourable Sir Guthrie Russell, Chief Commissioner of Railways, in opposing the resolution stated that in the past the Agent of the Bengal Nagpur Railway had nominated representatives of commerce and industry himself, but that he had always written to the Chambers of Commerce asking whom they wished to put forward as their representatives and he had invariably nominated those suggested. To all intents and purposes therefore it was election. The Agent had, however, since agreed that in future there should be an election so that henceforth the Bengal Nagpur Railway's Local Advisory Committees would be on exactly the same footing as on other railways. In regard to the size of the Committees, Sir Guthrie Russell explained that whereas on the Bengal Nagpur Railway there were three committees with a total membership of 21, on the East Indian Railway there were only two committees with a total membership of 26. He contended that, taking into consideration the relative size of the two railways, the representation afforded to commerce and industry on the Bengal Nagpur Railway was adequate. The resolution was withdrawn.

4.3. Loans from the Railway Depreciation fund and arrear contributions to General Revenues.—Notice was given of Government's intention to move in the 1937 winter session of the Assembly a resolution cancelling the loans from the Railway Depreciation fund and the arrear contributions to General Revenues. On account of pressure of other business, however, the resolutions could not be moved in that session. From the various amendments proposed by Hon'ble members, however, it appeared that the resolution was not acceptable to all parties in the House. Two courses of action were proposed in the amendments. The first was that the resolution should be amended so as to cancel the debt to the Depreciation fund only, and the second was to leave the loan from the fund as a first charge on future surpluses. The following resolution was ultimately moved in the Autumn 1937 session of the Assembly, and was accepted by the House:—

> "That this Assembly recommends to the Governor General in Council that Railway Revenues be declared not liable, before the 1st April 1940, or before the fixation under Section 187 (1) of the Government of India Act, 1935, of the sum therein referred to, whichever is earlier, to repay to the Depreciation Reserve fund maintained for Indian State-owned Railways, the balance outstanding on the 1st April 1937, of loans taken from the fund to meet railway deficits or to pay to General Revenues any contributions due under the resolution of this Assembly of the 20th September 1924, in respect of the period beginning on the 1st April 1931, and ending on the 31st March 1937."

4.4. Construction of a railway between Dacca and Aricha.—A resolution was moved in the Council of State on the 7th March 1938 by the Hon'ble Mr. Kumar Sankar Ray Chaudhury supporting the construction of a railway line between Aricha and any station on the railway line between Dacca and Mymensingh.

In the course of his speech he referred to the objection already raised by the Government of Bengal to the project and tried to prove that the cause of the deterioration of the health of the locality was not the embanked roads as believed by the Government of Bengal and urged that an embankment for the proposed railway line with sufficient openings would not affect the health of the locality but on the other hand might prove beneficial.

The Hon'ble Sir Guthrie Russell, Chief Commissioner of Railways, in opposing the resolution explained that in view of the very definite opinion expressed by the Government of Bengal, the Government of India could not agree to the construction of the line, although they were loath to abandon the project in view of the expected return of 6 per cent. He also referred

to the assurance which had been given to the Government of Bengal to the effect that the Government of India would not commence any line in Bengal until the important question of waterways, headways, general alignment, etc., had been settled in detail with that Government.

The resolution was withdrawn.

4.5. Surcharge on coal freight.—On the 21st March 1938, the Hon'ble Rai Bahadur Lala Ram Saran Das moved the following resolution in the Council of State:—

> "This Council recommends to the Governor General in Council that the surcharge levied on the railway freight for coal and hard coke be abolished forthwith."

In moving this resolution he explained that when it was originally imposed in January 1932 it was 15 per cent. and then, in April 1935, reduced to 12½ per cent., subject to a maximum of Re. 1 per ton. He stated that the surcharge had all along been considered as a temporary measure to meet the exigencies of railway finance and the coal mining interests had continuously been pressing for its removal. He stated that it was surprising that Railways should have put forward in 1937 a proposal for the introduction of a revised scale incorporating the surcharge when there were definite indications of an improvement in railway revenues. Referring to the Railway Enquiry Committee's recommendation for an enhancement in the surcharge from 12½ per cent. to 15 per cent. he stated that such a recommendation ignored the interests of Indian industry—the greatest consumers of coal. Finally, referring to the circumstances under which the surcharge was introduced and also to the subsequent pronouncements on the subject by Sir Raghavendra Rau in replying to a resolution moved by Sir Abdul Halim Ghuznavi in the Legislative Assembly in 1934, he asked that in view of the betterment of railway revenues Government should honour its pledge and remove the surcharge forthwith.

The Hon'ble Mr. Reid Kay of the Bengal Chamber of Commerce in supporting the resolution expressed pleasure at Government not accepting the Railway Enquiry Committee's recommendation to increase the surcharge to 15 per cent.

The Chief Commissioner of Railways stated that he had every sympathy with the coal industry in the matter but considered that in view of rising prices affecting the cost of both coal and railway stores, the time had not yet come for any major reduction. He explained that in 1934 in view of a slight increase in railway revenues Government had reduced the surcharge from 15 per cent. to 12½ per cent. with a maximum of Re. 1 which cost the Railways approximately Rs. 20 lakhs. He also pointed out that the rates for coal were not unreasonable and that the surcharge had been imposed as coal rates had been reduced in 1926 by 10 per cent. and again in 1929 by from 2 to 12 per cent. for long distance traffic.

He quoted figures of coal traffic and earnings therefrom to show that these did not indicate that the surcharge had affected its movement. The resolution was negatived.

5. Railway Budget.—The Railway Budget for 1938-39 was presented to both Houses of the Legislature on the 14th February 1938, after a detailed discussion in the Standing Finance Committee for Railways at their meetings on the 27th and the 28th January 1938. The Budget was discussed generally in the Legislative Assembly on the 17th February 1938 and in the Council of State on the following day. The voting on the demands for grants in the Assembly occupied four days, *viz.*, 21st to 24th February 1938.

In the course of the general discussion in the Assembly a very large number of matters came under review, the more important of them being the Bihta and Bamrauli disasters, general financial policy (*e.g.*, the share of the

Railway Depreciation fund allotted to Burma, the allocation rules, the method of calculating the contribution to the Depreciation fund, reduction in interest charges and the capital programme), rating policy, road-rail competition, corruption in railway services, policy in regard to the raising of coal by railways, amenities for third class passengers and the appointment of the Conciliation Officer for labour disputes.

Twenty motions for reduction were moved during the debates on the demands for grants. Nine of these were withdrawn after discussion, six negatived and five adopted. Of the motions withdrawn, the three which occupied most of the time of the House related to the policy for increasing the output of State Railway Collieries, paucity of Muslims in railway services and catering arrangements on railways. The motions negatived were in respect of the grant of Provident fund concessions to low paid employees, railwaymen's grievances, direct recruitment to higher grades of drivers and guards, the composition of the staff attached to the office of the Conciliation Officer in Calcutta, policy of rates and freights affecting commerce and industry and economy in expenses of the Traffic Department. The motions adopted pertained to the non-issue of return tickets on the Assam Bengal Railway, the conditions of labour and the system of supplying coolies, failure to Indianise completely the railway services and the Railway Board, the manufacture of locomotives in India and the stores purchase policy.

6. Standing Finance Committee for Railways.—The Committee met seven times during the year. They scrutinised, as usual, the proposals relating to the capital and revenue expenditure to be incurred during 1938-39 and examined the demands for grants for that year prior to their being placed before the Legislative Assembly. They examined also and approved of proposals for the creation of certain superior posts on railways. The Committee further considered proposals regarding the construction of the Khadro-Nawabshah Railway as an extension to the existing Mirpur Khas-Khadro Railway and the raising, doubling and bridging of the main line between Sonepur and Chapra on the Bengal and North-Western Railway.

7. Purchase of the Bezwada Masulipatam Railway.—The Bezwada Masulipatam Railway 51·80 miles in length, was constructed at the cost of the District Board, Kistna in the Madras Presidency. It was opened to traffic in 1908 and was worked by the Madras and Southern Mahratta Railway Administration as an integral part of the system for 45 per cent. of the gross earnings. It was purchased by Government under the terms of the contract on the 4th February 1938 at a cost of Rs. 30,46,747.

8. Meetings with Agents of Railways and Provincial Governments.—During the year under review, the Railway Board held two meetings with the Agents of the principal railways. The first meeting was held at Simla on the 15th October 1937 and the second at New Delhi on the 17th March 1938. Among the subjects discussed at these meetings were:—

(i) Employment of retired Indian Officers and other ranks of the Indian Army on railways.

(ii) Placing of an officer on special duty to deal with the recommendations made by the Railway Enquiry Committee on the hot box problem and other matters relating to the maintenance of rolling stock and the need for increasing its usage.

(iii) Abolition of free zone for the collection of pilgrim tax.

(iv) Usage of rolling stock.

(v) Surcharge on goods freights and passenger fares.

(vi) Amalgamation of first and second class accommodation.

(vii) Pass rules.

(viii) Promotion of lower paid employees on State-managed Railways.

(ix) General policy regarding the reduction of daily allowance after 10 days' halt.

(x) Filling up of burrow pits as part of a campaign against malaria.

Several visits were paid by the members of the Railway Board to the headquarters of the various railway administrations and Provincial Governments. Copies of the tour programmes were sent in advance to the Press, Provincial Governments and important mercantile associations in order that an opportunity might be afforded for the expression of views on and discussion of problems affecting the Railways and transportation generally.

9. Central Advisory Council for Railways.—A meeting of the Central Advisory Council for Railways was held at Simla on the 2nd October 1937. Meetings were also held at New Delhi on the 26th February and 19th March 1938. The following subjects were discussed at these meetings with the results shown against each :—

Subject.	Result of discussion.
(i) Fees payable to members attending meetings of the Local Railway Advisory Committees.	A majority of the Council were in favour of the fee being fixed at Rs. 32.
(ii) Nomination of members of the Central Advisory Council for Railways to serve on the various Local Railway Advisory Committees.	Nominations were made after having been duly proposed and seconded.
(iii) Association of assessors with Magistrates in their enquiries into railway accidents.	The majority of the Council were of the opinion that it should be mandatory on the Central Government to order a judicial enquiry in all cases involving loss of life, and the Chairman agreed to record this but, at the same time, he pointed out that the constitutional position was not altogether clear in this respect and required examination in regard to the position of the Central Government in carrying out a judicial enquiry which implies the assumption of parallel powers with those possessed by the Provincial Government. The minority considered it undesireable to tie Government down to a judicial enquiry on the score of expense and because the cause of the accident may in certain cases be perfectly patent. An alternative suggestion advanced was that Government Inspectors should be given powers to take evidence on oath as is done by inspectors in the United Kingdom and that two non-officials should be associated with the Government Inspector in his enquiries into accidents involving loss of life, the necessity for a judicial enquiry being accepted by Government only if recommended by them. Members asked for circulation of a memorandum on the subject for their information, and the Chairman agreed to do this when the information was available.
(iv) General discussion on the action taken on the Railway Enquiry Committee's proposals as contained in the statement that was supplied to members.	The opinions expressed and the suggestions made by the Council on the various recommendations made by the Railway Enquiry Committee (1937) referred to in the statement were recorded for further examination and necessary action.

10. Local Railway Advisory Committees.—These committees were first constituted in 1923 with a view to establishing closer contact between

Railway administrations and the general public. Twelve of the Class I Railways now have such committees and during the year seventy meetings were held. Particulars of the subjects discussed and of the action taken thereon are contained in pamphlets published quarterly by the Railway Board. The following were among the more important matters considered :—

(*a*) Reduction of rates (for particular commodities) and fares :—
- (i) Holiday concessions.
- (ii) Issue of cheap return tickets.
- (iii) Issue of " zone " tickets.
- (iv) Rates for cattle, vegetables, fruit, tobacco, seeds, bran, copra, cotton, cotton goods, jute, rice, etc.

(*b*) Booking arrangements :—
- (i) Construction of additional booking offices.
- (ii) Opening of additional windows in booking offices.
- (iii) Ticket collecting arrangements.

(*c*) Improvements in passenger stock :—
- (i) Provision of taps and mugs in latrines.
- (ii) Design of third class carriages.

(*d*) Train timings :—
- (i) Acceleration of trains.
- (ii) Alterations in timings and additional stops.

(*e*) Amenities for passengers :—
- (i) Provision of additional waiting rooms and covered shelters.
- (ii) Provision of raised platforms.
- (iii) Better lighting of stations.
- (iv) Provision of electric fans.
- (v) Reservation of intermediate and third class accommodation.
- (vi) Increased provision of Indian restaurant cars.
- (vii) Increase in the number of Indian refreshment rooms.

(*f*) General :—
- (i) Protection of female passengers.
- (ii) Overcrowding in trains.
- (iii) Cleaning of carriages and station premises.
- (iv) Provision of complaint books in restaurant cars and refreshment rooms.
- (v) Victimisation of passengers by porters demanding more than the scheduled rates.
- (vi) Printing of time-tables and names of stations on tickets in the languages of the province.

11. Railway Rates Advisory Committee.—Sir Zahid Suhrawardy continued as the President and Rai Bahadur P. C. Bose as the Railway Member and Secretary of the Committee.

During the year, the following cases were referred to the Committee for investigation :—

(i) A joint complaint from Messrs. Mackinnon Mackenzie and Company, Managing Agents, the British India Steam Navigation Company, Limited, Messrs. Turner Morrison and Company, Limited, Managing Agents, Asiatic Steam Navigation Company, Limited, and the Scindia Steam Navigation Company, Limited, against the Bengal Nagpur and East Indian Railways, regarding the withdrawal of the refund of 12½ per cent. surcharge on bunker coal consigned to Calcutta.

(ii) A complaint from Messrs. D. N. Sircar, S. K. Dass, Howrah, against the Bengal Nagpur Railway, alleging that the Railway was showing undue preference to the Tata Iron and Steel Company, Limited, Tatanagar, in regard to rates for iron and steel, Division B, by granting them a rebate on the published freight charges.

(iii) The question as to whether the rating of coal by the Great Indian Peninsula Railway from stations in the Central Provinces coalfields for destinations between 251 to 400 miles distant causes undue or unreasonable preference or advantage within the meaning of Section 42 (2) of the Indian Railways Act (IX of 1890).

(iv) A complaint from the Rai Bahadur Narain Singh Sugar Mills, Limited, owners of a sugar factory at Baraut, against the Shahdara Saharanpur Railway alleging that the Railway had wrongly denied to them reasonable facilities in respect of forwarding and delivering their traffic and had wilfully neglected to provide wagons and locomotives necessary for its conveyance; and that it gave undue and unreasonable preference to the Upper Doab Sugar Mills, Limited, Samli, in the matter of the supply of wagons, freight charges and provisions of sidings and platforms.

In the first case, the Committee were of the opinion that the shipping interests had not succeeded in establishing any of the grounds pleaded by them and they therefore recommended the rejection of the application for exempting bunker coal from the surcharge. The Government of India accepted this recommendation.

The other three cases were still under enquiry at the close of the year.

12. Job Analysis.—The " Job analysis " investigations were continued on both State and Company managed Railways during the year under review. The table below shows the economies effected on each of the more important Railways and the cost of the " Job analysis " organisations for the five years ending 1937-38.

Railways.	1933-34.		1934-35.		1935-36.		1936-37.		1937-38.				Savings effected since the introduction of Job analysis to the end of 1937-38. Recurring only.
	Cost of Job analysis organisation.	Savings effected.	Cost of Job analysis organisation.	Savings effected.	Cost of Job analysis organisation.	Savings effected.	Cost of Job analysis organisation.	Savings effected.	Cost of Job analysis organisation.	Savings effected.			
										Recurring.	Non-recurring.	Total.	
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
East Indian . .	77,691	7,01,128	92,884	18,14,544	1,13,541	5,82,459	93,009	5,60,700	1,07,773	2,07,512	6,88,256	8,95,768	20,15,977
Great Indian Peninsula.	56,680	4,15,000	64,000	2,04,246	53,574	2,04,859	19,554	9,69,224	17,673	2,29,137	6,745	2,35,882	23,90,611
North Western .	32,000	12,66,749	46,006	12,37,376	56,729	7,22,202	40,056	33,35,092	60,855	4,09,358	23,16,748	27,26,106	37,04,904
Eastern Bengal .	63,000	2,17,864	65,995	1,29,508	26,134	41,600	25,969	1,17,152	40,527	2,89,015	*Nil*	2,89,015	13,25,792
Bombay, Baroda and Central India.	58,789	3,52,862	35,300	11,41,596	3,643	2,25,682	247	8,27,666	4,516	3,04,663	1,526	3,06,189	20,12,537
Madras and Southern Mahratta.	8,750	45,220	17,632	1,14,000	4,920	2,56,000	120	1,94,852	10,766	33,137	51,959	85,096	5,62,414
South Indian .	19,580	27,400	2,180	25,000	221	8,463	504	7,585	6,530	7,799	9,812	17,611	35,493
Burma . .	7,500	25,871	26,615	73,352	..	77,591	..	..	..	..	..	..	..
Assam Bengal .	12,825	1,31,755	8,208	12,659	1,490	..	7,065	24,146	3,966	4,025	*Nil*	4,025	1,04,667
Bengal Nagpur .	..	..	..	..	17,575	13,68,493	2,617	66,330	9,475	20,634	12,680	33,314	7,36,145

13. Steps taken to improve earnings and reduce working expenses.—An endeavour is made in the following paragraphs to indicate broadly the steps which Railways have taken to improve earnings and to reduce expenses,

The subject is a wide one and certain aspects of it are referred to in more detail elsewhere in this report:—

13.1. Steps taken to improve earnings.—(*a*) Measures taken by Railways to counteract motor competition, are described in detail in paragraph 59 under Chapter IV.

(*b*) Railways continued to make such alterations in rates and fares as would lead to increased revenues details of which are given in paragraph 56 under Chapter IV. Special mention may, however, be made of the following:—

(i) enhancement by a quarter pie per mile in the third class fares over the East Indian Railway for distances over 50 miles;

(ii) group passenger fares over the Assam Bengal Railway between certain stations and stations on the Tangi-Narayanganj section;

(iii) reduced fares for third class excursion trains organised by the North Western Railway with a view to develop new traffic;

(iv) tour tickets issued by the Eastern Bengal Railway to cover journeys from Calcutta by any selected route to any station, the fare over the Eastern Bengal Railway being calculated on the telescopic basis on the total distance over that railway;

(v) round tour concession tickets at three-fourth fares issued in co-operation between Bombay, Baroda and Central India, Great Indian Peninsula, Madras and Southern Mahratta, and South Indian Railways for first, second and third class passengers for certain sets of standard circular tours;

(vi) introduction of " go-where-you-please " tickets over the Madras and Southern Mahratta and South Indian Railways for first, second and third classes. For the first time " Combined Travel as you like " tickets were issued over the Madras and Southern Mahratta and South Indian Railways for second and third classes only.

(*c*) A detailed account of the steps taken by Railways to facilitate the movement of traffic is given in paragraphs 51.3 and 53 in Chapter IV. Special mention may, however, be made of the following:—

(i) *Oil train from Bombay to Bhusaval.*—This is scheduled to leave Bombay early in the morning reaching Bhusaval, 276 miles away, the same night carrying all oil traffic whether in tank wagons or in tins in wagon loads booked to stations beyond or short of Bhusaval. Up to 31st March 1938, 1,432 vehicles containing oil were despatched; of this number 929 were booked through to Bhusaval and 503 to intermediate stations.

(ii) *Fast fruit special train from Peshawar to Delhi.*—The train was run by the North Western Railway between 1st June and 22nd August during the fruit season and was timed to provide immediate connection at Delhi with the East Indian and Great Indian Peninsula parcels express trains for Howrah and Bombay and Grand Trunk express for Madras. As many as 3,000 packages a day were loaded from the Peshawar area and a saving of about 22 hours in the transit time of through traffic to foreign lines was effected.

(iii) Introduction of an express goods train by the Madras and Southern Mahratta Railway.

(*d*) Special arrangements were made by most railways to carry out surprise checks in regard to the weights and declarations of goods consignments—two sources of leakage of revenue.

(*e*) The following account of a somewhat unusual investigation carried out by the Assam Bengal Railway is of interest. Its purpose was to ascertain why the third class passenger travels.

Some 10,000 passengers were questioned all over the system and they were asked to say where they were going and why. The results obtained are summarised below under five heads for " reasons " and in four zones according to the lengths of the journeys performed. Under the head " obligatory " are included not only really obligatory journeys, such as to visit dying relatives, but also such as those performed by school boys, college students, Government employees, pleaders, etc., travelling to and from their homes at the beginning and end of vacations—journeys which must be considered optional to some extent. In spite of this only 13 per cent. of travel was found to be " obligatory ". Particular attention is drawn to the high percentage of purely " optional " travel and to the fact that such travel is well spread out over all the zones :—

Zones (Miles).	Litigants.	Persons seeking employment.	Traders travelling on business.	Obligatory.	Optional.	Total.
	Per cent.	Per cent.	Per cent.	Per cent.	Per cent.	Per cent.
1—25 .	25	..	9	5	12	51
26—50	5	1	3	2	6	17
51—150 .	1	1	4	2	5	13
151—300 .	..	1	1	1	2	5
Over 300 .	..	4	3	3	4	14
Total .	31	7	20	13	29	100

The Railway propose to carry out a detailed investigation into the density and distribution of population throughout the area served. The object of this investigation is two-fold—firstly so that they may be in a position to study passenger traffic figures in relation to density, and secondly so that they may have exact knowledge of the distribution of different communities of the Indian public as a guide when considering questions relating to passenger concessions and publicity, etc. As a preliminary to this investigation it was considered necessary to obtain more information than was previously available in regard to the catchment area of the railway, and so instructions were issued to all station masters to question over a period of a fortnight a few passengers daily and ascertain from them the distance from the station at which their homes are situated. Nearly a quarter of a million passengers were so questioned and the results obtained were summarised by sections. Very little variation was found between the figures for one section and another and the results obtained for the system as a whole are summarised below. These figures demonstrate the relatively narrow strip of country which railways tap really effectively :—

	Per cent.
One mile or less from the station	37
More than one mile but not more than three miles . . .	31
More than three miles but not more than six miles . . .	18
More than six miles but not more than ten miles . . .	9
More than ten miles from the station	5

13.2. Steps taken to reduce expenses.—It has already been stated in paragraph 12 that the job analysis of various phases of railway work was continued and it has been shown that it resulted in considerable savings. In the following paragrphs an indication is given of some of the directions in which this economy was effected, and of the other methods adopted to reduce expenditure :—

(a) *Staff.*—The main reductions under this head were the results of job analysis, *i.e.*, a detailed examination of each man-day's work, and are included in the figures given in paragraph 12. The number and cost of staff at the end of the financial year will be found in Chapter VII.

(b) *Transportation—*

(i) A detailed analysis of the passenger train services showed that on some railways by re-organization a considerable saving could be effected. For instance on the Eastern Bengal Railway the saving on the broad gauge was estimated at Rs. 2,25,306 per annum; on the North Western Railway by the amalgamation of the rakes of various passenger and mixed trains it was found possible to save three passenger rakes.

(ii) An examination of the arrangements for transhipment showed that on the North Western Railway four transhipment stations could be closed; on the Eastern Bengal Railway centralisation of repacking of " smalls " at Naihati effected economy; likewise a detailed investigation of " smalls " transit and transhipment work on the East Indian Railway was expected to result in savings as well as much improved service.

(iii) By remodelling the Calcutta goods yard the Eastern Bengal Railway made an estimated recurring saving of Rs. 55,165.

(iv) A review of the dress regulations and a levelling up in the issue of uniform to staff on the North Western Railway resulted in a saving of approximately Rs. 60,000 per annum.

(v) Inspecting officials closely watched the consumption of books and forms at stations and revised the schedule for supply according to the actual requirements. On the North Western Railway a saving of Rs. 1,09,287 was obtained by such curtailment and Rs. 6,516 by the release of surplus stock. Similarly, expenditure on printing was reduced by Rs. 19,708 by standardisation, the adoption of more economical sizes, and the utilisation of paper hitherto regarded as waste. A reduction in the scale of supplies of stationery, consumable stores, clothing, etc., was also found possible on the South Indian Railway. Supplies of oil were made in bulk instead of in tins to certain stations and sections.

(vi) The consumption of water was closely watched; on the North Western Railway four engine watering stations were closed; on the South Indian Railway systematic throttling of pipes was adopted and metres provided.

(vii) The East Indian Railway found it possible to reduce accommodation provided in one of their hostels at Howrah and to utilise the spare accommodation as public retiring rooms. The income derived from this source during five months was Rs. 1,398.

(c) *Engineering—*

(i) On the East Indian Railway considerable economy was effected by revising the terms of agreement for the purchase of electricity at several stations. At Allahabad, Bareilly, Dinapore, Patna Junction and Prayag stations alone the saving in the total cost of electricity under the new rates is estimated to be over Rs. 50,000 per annum.

(ii) Several railways adopted the " mobile gang system " on certain sections. Under this system a gang is supplied with a suitable

light trolly which enables it to cover a greater area with equal efficiency.

(iii) On the Bengal Nagpur Railway the re-pressing of worn fish plates was resumed and it was found that these gave satisfactory service with equal efficiency.

(iv) The Bengal Nagpur Railway also effected very considerable economy by continuing the reconditioning of crossings "*in situ*" by electric welding.

(v) The Great Indian Peninsula Railway investigated the question of removing signals that were considered redundant in goods yards.

(d) *Mechanical.*—Intensive use of goods engines resulted in a saving of approximately Rs. 38,250 on the East Indian Railway and on the passenger service more intensive use made it possible to cope with an increase in train mileage by the employment of only five additional engines instead of 20 which would normally have been found necessary. On the North Western Railway engine miles per day per engine in use increased from 108 in March 1937 to 113 in March 1938. Intensive usage of locomotives continues with success on the Great Indian Peninsula Railway. Mahoba shed on the Jhansi Division was closed resulting in a considerable saving. On the Assam Bengal Railway two locomotive sheds were closed down resulting in a saving of Rs. 4,000 per annum.

18 locomotives, 18 boilers, 142 coaching units and 201 goods units were condemned on the North Western Railway without replacement, representing a reduction of approximately Rs. 30 lakhs in the capital at charge.

The policy of reducing the number of carriage and wagon examination and repair stations is being pursued. Two such stations have been closed down on the Assam Bengal Railway resulting in an annual saving of Rs. 3,000. Kurla station on the Great Indian Peninsula Railway has been closed as a train examining centre and there has been a general regrading of and consequent reduction in the carriage and wagon examining staff on other sections of this railway. The examination of through trains has been discontinued at a large number of stations on the North Western Railway. On the South Indian Railway Olavakkot has been dispensed with as a train examining station for broad gauge stock and wider spacing of train examining stations has also been proposed as a trial measure at an estimated saving of Rs. 9,888 per annum. On the East Indian Railway the work in connection with train examining and sick line depôts is being concentrated at certain selected points resulting in considerable economies and a quicker turn round of stock. A major portion of running repairs to coaching stock previously carried out at Lillooah shops is now undertaken at Howrah resulting in a quicker turn round of vehicles.

The introduction of the system of "single control" at Raichur, Juhi, Agra and Allahabad has resulted in considerable savings to the railways concerned. The extension of this scheme to Chheoki and Katni and the Great Indian Peninsula Railway's junctions with the Bombay, Baroda and Central India Railway is under consideration.

The repair time in locomotive shops has decreased on His Exalted Highness the Nizam's State Railway and the cost per unit repair of engines and rolling stock has shown an appreciable drop. The Bombay, Baroda and Central India Railway have effected a reduction in expenditure on material and stores due to the reorganisation of heavy and intermediate repairs to engines at Dohad workshops. On the Assam Bengal Railway locomotive repair costs continue to show a downward trend. Further progress has been made with individual analysis of small repair part planning and costing and in small items alone a reduction in manufacturing costs amounting to Rs. 4,600 has been made possible.

Job analysis of underframes and wagon repair shops made on the East Indian Railway is estimated to result in an annual saving of Rs. 1,41,882.

The Bombay, Baroda and Central India Railway have avoided fresh purchases of dog spikes by re-conditioning old ones. On the East Indian Railway savings to the extent of Rs. 47,836 were effected by utilising selected scrap axles in place of steel billets in the manufacture of rolled sections by fitting reclaimed manganese bronze axle boxes instead of new boxes to the driving wheels of engines and by turning down engine and tender tyres to the revised profile gauges. There was also a saving on that railway in capital outlay amounting to Rs. 23,133 due to the manufacture of 3,134 tipped tools which replaced a corresponding number of high speed steel tools.

Drop pits at seven running sheds and carriage depôts on the Assam Bengal Railway have been installed with a view to lessening out-of-service engine hours and to enable loaded wagon hot boxes to be dealt with without transhipment.

On the North Western Railway special measures were taken in connection with carriage and wagon hot boxes and the number of hot boxes was reduced from 1,182 in 1936-37 to 918 in 1937-38 resulting in a saving of Rs. 21,120 approximately. The intermediate oiling of wagons on that railway after an interval of 15 days between six monthly repackings has also been stopped resulting in an annual saving of Rs. 18,780.

Cleaning of engines by contract resulted in a saving of Rs. 8,544 and Rs. 18,500 on the Eastern Bengal and East Indian Railways respectively.

Vacuum testing plants have been installed at three stations on the Assam Bengal Railway saving shunting engine hours and increasing efficiency of vacuum apparatus in train rakes at starting stations.

Metre gauge engineering stores depôts have been centralised at Golden Rock on the South Indian Railway. Arrangements are in hand on the East Indian Railway to close down the Central Shops Stores at Lillooah.

Economies were effected on the South Indian Railway by the following :—

(*a*) Standardisation of $1\frac{3}{4}''$ paint ground brushes in the place of $2''$ ones.

(*b*) Substitution of furnace oil for liquid fuel for the oil furnaces at Golden Rock.

(*c*) Utilisation by conversion of empty mineral oil barrels into receptacles for the storage of oil in place of oil drums which were being purchased previously.

14. Railway Police.—The question of the incidence of the cost of police employed for the maintenance of order on railway premises has been under correspondence between the Provincial Governments, the Central Government and the Secretary of State for a long time. The practice up to 1936-37 was that the State-managed railways did not pay any share of the cost of railway police while Company-managed railways paid a portion of the cost of law and order police in accordance with the provisions of their contracts. The Government of India Act, 1935, lays down that, from the date of the coming into existence of the Federal Railway Authority, that Authority should be responsible for payment to the Provinces and Indian States of the cost of " Order " police provided on Federal Railway premises.

Although the Authority has not yet come into existence, it has been decided to make these payments with effect from the 1st April 1937 in the case of Provincial Governments and the 1st April 1938 in the case of the centrally administrated areas. This change in the incidence of the cost of railway police means an additional debit to railway revenues of approximately Rs. 20 lakhs a year.

15. Indian Railway Enquiry Committee.—The Report of the Indian Railway Enquiry Committee under the Chairmanship of Sir Ralph Wedgwood was released for publication simultaneously in England and India on the 28th June 1937. Printed copies of the report were supplied

to all Departments of the Government of India, Provincial Governments, Class I Railways and all important Chambers of Commerce and associations in India.

The many recommendations made by the Committee were carefully considered by the Railway Board and early action taken to implement such of them as could be accepted without further examination. Where special investigation was considered necessary, this was arranged for. Individual railway administrations were also advised that, in addition to the specific orders of the Board on particular recommendations, they should adopt the recommendations of the report to the extent that it was possible for them to do so consistent with the safe, efficient and economical administration of their systems and that they should report to the Board, at intervals of six months, the decisions arrived at and the steps taken.

A statement showing the action taken by the Railway Department (Railway Board) on the proposals in Chapters III to XI of the report was published in February 1938 and copies supplied to the members of the Central Legislature.

CHAPTER II.

FINANCIAL RESULTS.

A.—*Trade Review.*

16. It is obvious that the prosperity of the Railways must, to some extent, depend on the fluctuations of India's trade with other countries. The position in this respect may be appreciated from the following tables showing the exports and imports of principal commodities.

16.1. Exports.—During the year 1937-38, the total value of exports including re-exports amounted to Rs. 189 crores, as compared with Rs. 192 crores in the preceding year, a decrease of Rs. 3 crores or 1·6 per cent. The following table shows the fluctuation in important commodities :—

NOTE.—As a result of the separation of Burma, the trade statistics for 1937-38 given in this table include the trade of British India with Burma and exclude the direct trade of Burma with foreign countries. Figures for the preceding two years have been adjusted as far as available data permit, so as to represent British India excluding Burma.

Commodity.		Quantity (in thousands).					Value.				
		1935-36.	1936-37.	1937-38.	1937-38 compared with 1935-36.	1937-38 compared with 1936-37.	1935-36 (crores).	1936-37 (crores).	1937-38 (crores).	1937-38 compared with 1935-36 (lakhs).	1937-38 compared with 1936-37 (lakhs).
							Rs.	Rs.	Rs.	Rs.	Rs.
Raw Jute	Bales	4,319	4,595	4,185	—134	—410	13·71	14·77	14·72	+1,01	—5
Metals and ores	Tons	1,409	1,450	1,959	+550	+509	3·35	3·68	6·13	+2,78	+2,45
Pig iron	,,	538	574	629	+91	+55	1·24	1·29	2·60	+1,36	+1,31
Pig lead	Cwts.	..	..	..	..	..	..	..	..	..	..
Manganese ore	Tons	729	677	1,056	+327	+379	1·32	1·31	2·21	+89	+90
Wolfram ore	,,	..	..	..	..	..	..	..	..	..	..
Jute cloth	Yds.	1,220,388	1,710,021	1,643,082	+422,694	—66,939	12·27	15·50	15·37	+3,10	—13
Hides and skins	Tons	59	63	75	+16	+12	9·23	11·01	11·49	+2,26	+48
Indian raw wool	Lbs.	49,259	51,897	37,989	—11,270	—13,908	2·10	2·86	2·65	+55	—21
Jute bags	No.	510,273	620,538	612,260	+101,987	—8,278	12·30	13·19	13·17	+87	—2
Food grains	Tons	327	621	878	+551	+257	3·74	6·57	9·49	+5,75	+2,92
Wheat	,,	18	235	460	+447	+225	0·12	2·11	4·62	+4,50	+2,51
Barley	,,	4	10	35	+31	+25	0·02	0·06	0·29	+27	+23
Wheat flour	,,	42	50	62	+20	+12	0·55	0·70	0·89	+34	+19
Rice	,,	193	236	228	+35	—8	2·22	2·72	2·62	+40	—10
Paraffin wax	,,	4	3	12	+8	+9	0·15	0·13	0·51	+36	+38
Coffee	Cwts.	220	215	135	—85	—80	1·04	0·86	0·55	—49	—31
Cotton manufactures including twist and yarn.	,,	..	..	..	..	..	5·64	7·04	9·29	+3,65	+2,25
Indian cotton piecegoods	Yds.	141,756	190,946	241,255	+99,499	+50,309	4·16	5·23	6·50	+2,34	+1,27
Cotton twist and yarn	Lbs.	19,044	21,927	40,124	+21,080	+18,197	0·95	1·11	2·03	+1,08	+92
Wood and timber and manufactures thereof.	..	..	..	..	..	..	0·17	0·26	0·29	+12	+3
Raw rubber	Lbs.	18,047	14,840	17,755	—292	+2,915	0·57	0·53	0·84	+27	+31
Raw hemp	Cwts.	643	769	830	+187	+61	0·60	0·69	0·75	+15	+6
Tobacco	Lbs.	44,869	44,750	52,082	+7,213	+7,332	1·70	1·77	2·00	+30	+23
Coir manufactures	Cwts.	751	608	744	—7	+136	0·94	0·78	1·04	+10	+26
Lac (chiefly shellac)	,,	487	831	665	+178	—166	1·58	2·34	1·62	+4	—72
Raw cotton	Bales	3,291	4,140	2,732	—559	—1,408	32·75	43·17	29·03	—3,72	—14,14
Tea	Lbs.	315,981	305,876	334,378	+18,397	+28,502	19·97	20·22	24·39	+4,42	+4,17
Oilseeds	Tons	683	1,162	949	+266	—213	10·49	18·60	14·19	+3,70	—4,41
Linseed	,,	165	296	227	+62	—69	2·21	4·36	3·57	+1,36	—79
Groundnut	,,	416	740	617	+201	—123	6·72	12·30	8·93	+2,21	—3,37
Rapeseed	,,	19	38	32	+13	—6	0·26	0·54	0·46	+20	—8
Castor seed	,,	60	43	42	—18	—1	0·83	0·63	0·64	—19	+1
Coal	,,	712	726	1,006	+294	+280	0·65	0·63	0·95	+30	+32
Woollen carpets and rugs	Lbs.	9,347	9,898	11,061	+1,714	+1,163	0·81	0·86	1·02	+21	+16
Opium	Cwts.	..	..	..	..	..	..	..	..	..	..
Fodder, bran and pollards	Tons	8	9	16	+8	+7	0·04	0·04	0·09	+5	+5
Animals	No.	271	219	230	—41	+11	0·10	0·09	0·09	—1	..

As compared with 1936-37, the principal items, showing decreases were raw cotton, oilseeds, lac, raw wool, jute bags and cloth, rice and coffee, while increases were noticed under food grains except rice, metals and ores, tea, hides and skins, cotton manufactures, raw rubber, coal and tobacco.

16.2. Imports.—The total value of the imports of foreign merchandise into British India (excluding Burma) during 1937-38 amounted to Rs. 174 crores, as compared with Rs. 142 crores in the preceding year, an increase of Rs. 32 crores or 22·5 per cent. The following table shows the fluctuation in important commodities:—

NOTE.—As a result of the separation of Burma, the trade statistics for 1937-38 given in this table include the trade of British India with Burma and exclude the direct trade of Burma with foreign countries. Figures for the preceding two years have been adjusted as far as available data permit, so as to represent British India excluding Burma.

Commodity.		QUANTITY (IN THOUSANDS).					VALUE.				
		1935-36.	1936-37.	1937-38.	1937-38 compared with 1935-36.	1937-38 compared with 1936-37.	1935-36. (crores)	1936-37. (crores)	1937-38. (crores)	1937-38 compared with 1935-36. (lakhs)	1937-38 compared with 1936-37. (lakhs)
							Rs.	Rs.	Rs.	Rs.	Rs.
Raw cotton	Tons	77	66	134	+57	+68	6·79	5·88	12·13	+5,34	+6,25
Machinery and millwork	..	..	..	..	..	..	12·63	12·76	17·15	+4,52	+4,39
Jute machinery	..	..	..	..	..	..	1·15	0·74	1·06	—9	+32
Electrical machinery	..	..	..	..	..	..	1·92	2·46	2·69	+77	+23
Boilers	..	..	..	..	..	..	0·67	0·80	1·17	+50	+37
Metals and ores	Tons	504	400	438	—66	+38	11·46	9·21	13·39	+1,93	+4,18
Iron and steel	,,	415	332	369	—46	+37	6·55	5·36	8·21	+1,66	+2,85
Metals other than iron and steel and manufactures thereof.	,,	89	67	69	—20	+2	4·91	3·83	5·16	+25	+1,33
Coal tar dyes	Lbs.	20,139	16,905	20,888	+749	+3,983	3·00	2·61	3·43	+43	+82
Electrical instruments	..	..	..	..	..	..	2·90	2·83	3·47	+57	+64
Paper and pasteboard	Cwts.	2,961	2,939	3,633	+672	+694	2·74	2·60	4·15	+1,41	+1,55
Provisions	..	..	..	..	..	..	2·26	2·27	2·60	+34	+33
Hardware	..	..	..	..	..	..	2·98	2·64	3·31	+33	+67
Chemicals	..	..	..	..	..	..	2·93	2·54	3·33	+40	+79
Wheat	Tons	13	2	22	+9	+20	0·10	0·02	0·24	+14	+22
Fruits and Vegetables Dried, salted or preserved.	,,	89	89	93	+4	+4	1·00	1·14	1·10	+10	—4
Rubber manufactures	..	..	..	..	..	..	1·93	1·95	1·89	—4	—6
Textile group	..	..	..	..	..	..	26·65	23·83	27·29	+64	+3,46
Cotton piecegoods	Yds.	852,040	698,835	590,798	—261,242	—108,037	13·88	11·95	11·69	—2,19	—26
Cotton twist and yarn	Lbs.	42,621	27,098	21,998	—20,623	—5,100	3·58	2·44	2·51	—1,07	+7
Wool and woollen goods	..	..	..	..	..	..	2·50	2·66	4·15	+1,65	+1,49
Artificial silk	..	..	..	..	..	..	3·02	3·71	4·87	+1,85	+1,16
Silk piecegoods	Yds.	25,565	20,381	22,371	—2,694	+2,490	0·85	0·78	0·90	+5	+12
Rice (not in the husk)	Tons	1,391	1,419	1,198	—193	—221	11·71	12·35	10·98	—73	—1,37
Soap	Cwts.	55	44	42	—13	—2	0·32	0·25	0·24	—8	—1
Sugar	Tons	185	19	14	—171	—5	1·74	0·20	0·19	—1,55	—1
Motor vehicles (cars and cycles).	No.	14	13	17	+3	+4	2·39	2·30	3·03	+64	+73
Motor omnibuses	,,	8	9	15	+7	+6	1·16	1·28	2·07	+91	+79
Mineral oils	Gal.	379,766	406,548	474,946	+95,180	+68,398	15·00	14·98	17·45	+2,45	+2,47
Kerosene oil	,,	169,771	181,895	202,646	+32,875	+20,751	7·25	7·14	7·62	+37	+48
Fuel oil	,,	113,510	109,529	128,048	+14,538	+18,519	1·84	1·54	1·83	—1	+29
Cotton hosiery	..	..	..	..	..	..	0·36	0·22	0·29	—7	+7
Haberdashery and millinery	..	..	..	..	..	..	0·49	0·53	0·64	+15	+11
Boots and shoes	Pairs	2,002	1,013	1,183	—819	+170	0·21	0·15	0·22	+1	+7
Precious stones and pearls, unset.	..	..	..	..	..	..	0·41	0·89	1·24	+83	+35
Wood and Timber	..	..	..	..	..	..	2·49	2·49	2·98	+49	+49

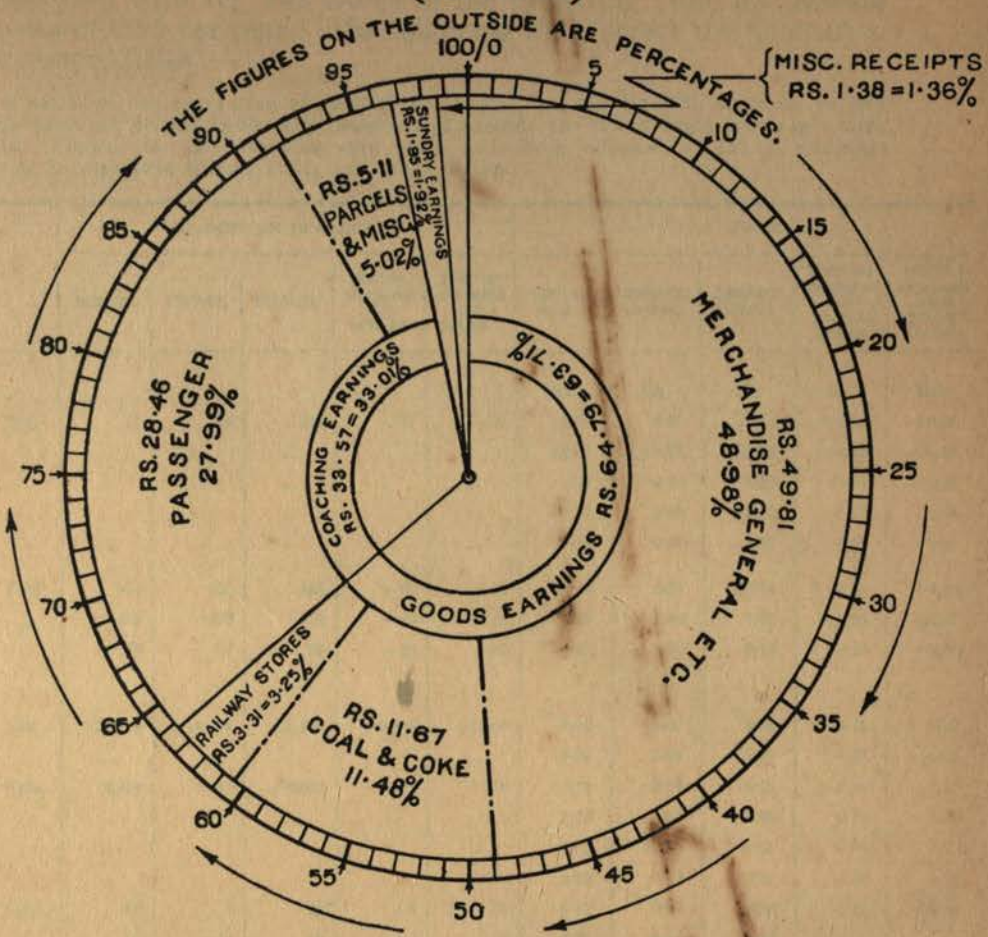
It will be observed that as compared with 1936-37, there were increases under most of the important items of imports, except rice not in the husk, cotton piecegoods and rubber manufactures, which showed decreases.

REVENUE RECEIPTS AND EXPENDITURE OF STATE-OWNED RAILWAYS IN INDIA INCLUDING WORKED LINES 1937-38.

FIGURES IN CRORES.

TOTAL REVENUE RECEIPTS.

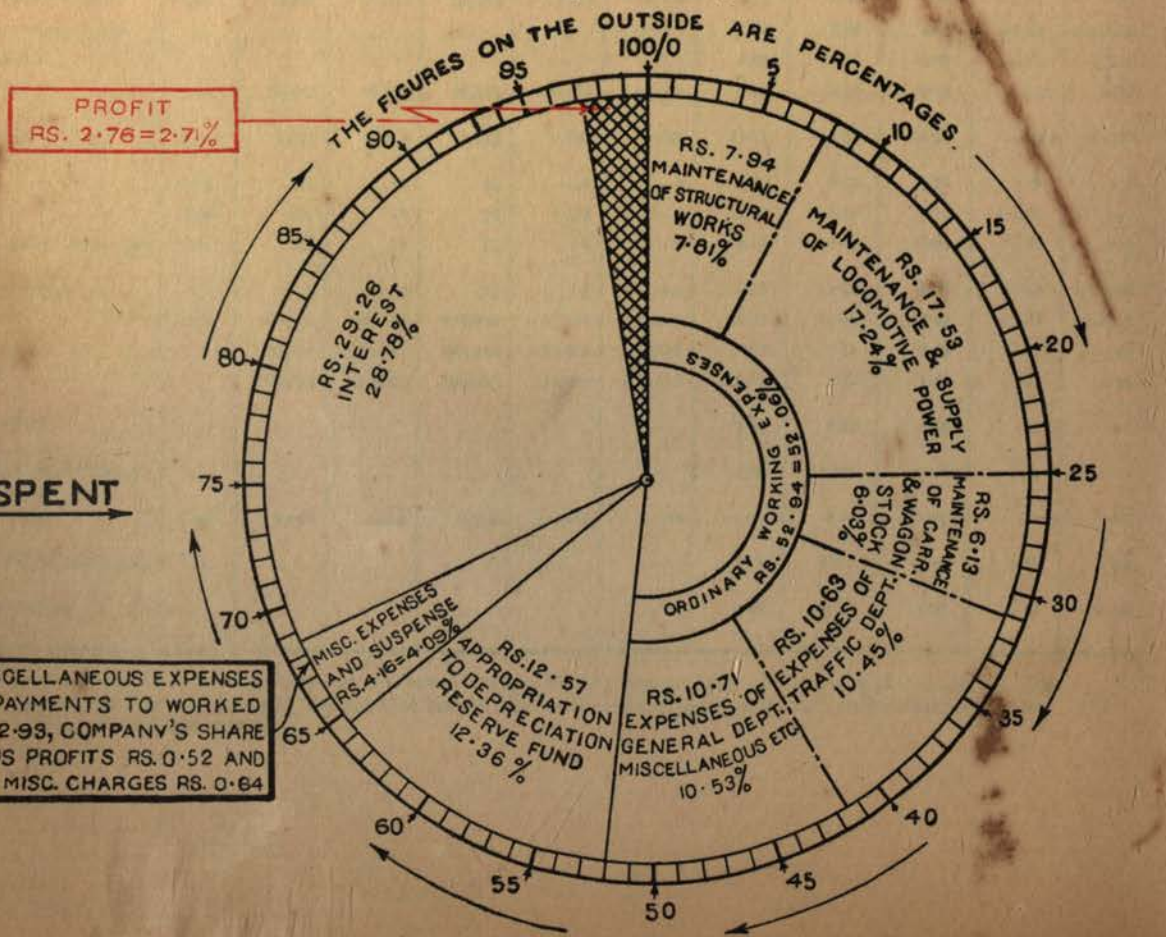
(RS. 101·69)



HOW EARNED

TOTAL REVENUE EXPENDITURE

(RS. 98·93)



HOW SPENT

NOTE:-MISCELLANEOUS EXPENSES INCLUDE PAYMENTS TO WORKED LINES RS. 2·93, COMPANY'S SHARE OF SURPLUS PROFITS RS. 0·52 AND LAND, AND MISC. CHARGES RS. 0·64

16.3. Balance of trade.—The visible balance of trade in merchandise and treasure for the year 1937-38 was in favour of India to the extent of Rs. 30 crores, as compared with Rs. 65 crores in the preceding year.

B.—*Financial Results of State Railways.*

17. Financial results of working.—The improvement in earnings last year continued till September 1937. In October the previous year's level was just maintained, and from November onwards a definite deterioration set in on account of the general slump in trade and the reduction in the movement of wheat and cotton. The net result was that the gross traffic receipts of State-owned railways for 1937-38 amounted to about 95 crores, or about $3\frac{1}{4}$ crores higher than those in 1936-37. Though a greater part of the increase was in passenger earnings, goods traffic contributed no less than a crore towards it.

17.1. Ordinary working expenses, excluding depreciation, amounted to 50·37 crores against 48·16 crores in the previous year or 2·21 crores more.

17.2. The contribution to the Depreciation fund set apart from revenue was 12·57 crores as in the year 1936-37, there being no increase in the capital at charge, on which the contribution is calculated, as compared with the previous year. The working expenses, including depreciation, amounted to 62·94 crores against 60·73 crores in 1936-37.

17.3. Miscellaneous transactions in 1937-38 resulted in a net expenditure of 5 lakhs against 22 lakhs in 1936-37. The improvement of 17 lakhs was due to the realisation of a larger amount of interest on Depreciation fund balances than in the previous year, there being no withdrawals from the fund to meet deficits as in years prior to 1936-37.

17.4. The net revenue amounted to 32·02 crores against 30·84 crores in 1936-37 and was in excess of interest charges by 276 lakhs as compared with 145 lakhs (excluding Burma Railways) in 1936-37. This surplus was paid to the General Revenues as contribution from railways, it having been decided to postpone till 1940 (for three years) the repayment of loans taken in previous years from the Depreciation Reserve fund to meet losses in the working of railways.

17.5. The appropriation to the Depreciation fund was in excess of the amount withdrawn to meet the expenditure on renewals and replacements by 521 lakhs. Of this amount a sum of 32 lakhs was withdrawn to meet the cost of abandoned projects and about 32 lakhs was on account of transfer from capital to depreciation fund of the cost of purchase of certain branch line shares. The balance 457 lakhs was added to the fund. In addition a sum of about 2 lakhs has been credited to the fund on account of accumulated depreciation on press machinery and plant. At the end of 1937-38 the actual balance at credit of the Depreciation Reserve fund was 19·21 crores, and the nominal balance amounted to 50 crores.

17.6. The total works expenditure during the year under review amounted to 851 lakhs of which 52 lakhs was charged to capital and the balance to the Depreciation fund. The gross capital expenditure on Open line works was 57 lakhs (including 31 lakhs paid for purchase of Bezwada Masulipatam Railway) but credits, aggregating 5 lakhs, were received on account of certain adjustments in respect of new constructions. There was an increase of 37 lakhs in the stores balances which at end of 1937-38 amounted to 924 lakhs.

17.7. At the end of 1936-37 the unliquidated liabilities of railways amounted to 62·61 crores. Of this 30·29 crores is the amount of loans taken from the Depreciation fund, and the balance represents the contributions to general revenues which remained unpaid from 1931-32 to 1937-38 after taking into account the amount of surplus of 2·76 crores paid in the year under review.

The details are as follows :—

(In crores of rupees.)

	Loans from Depreciation fund.	Unpaid contributions to general revenues.
1931-32	4·25	5·36
1932-33	10·23	5·23
1933-34	7·96	5·21
1934-35	5·06	5·04
1935-36	4·00	4·99
1936-37	−1·21	4·91
1937-38	...	**1·58**
Total .	30·29	32·32

18. The following statement gives the financial statistics of Indian State-owned railways from 1924-25 to 1937-38 :—

(Figures in lakhs of rupees.)

—	1924-25.	1925-26.	1926-27.	1927-28.	1928-29.	1929-30.	1930-31.	1931-32.	1932-33.	1933-34.	1934-35.	1935-36.	1936-37.	1937-38.
Mileage	*26,985*	*27,090*	*27,664*	*28,086*	*29,111*	*30,878*	*31,197*	*31,640*	*31,642*	*31,644*	*31,619*	*31,732*	*31,729*	29,680*
Capital at charge at end of year (in crores).	635	654	681	714	739	770	783	790	789	787	787	789	789	754
Gross traffic receipts . .	1,00,13	98,94	98,42	1,03,43	1,03,73	1,02,70	95,10	86,63	84,43	86,63	90,20	90,65	95,49	95,01
Operating expenses . .	51,65	52,99	52,89	53,06	54,22	55,59	54,39	49,31	49,08	49,50	50,27	50,87	50,23	50,37
Depreciation fund . .	10,35	10,67	10,89	11,38	12,00	12,59	13,07	13,46	13,77	13,56	13,72	13,25	13,15	12,57
Net Traffic receipts . .	38,13	35,28	34,64	38,99	37,51	34,52	27,64	23,86	21,58	23,57	26,21	26,53	32,11	32,07
Net Miscellaneous receipts after deducting miscellaneous charges and surplus profits payable to companies.	—1,07	—1,19	—1,27	—87	—37	—2	—11	1	1,10	1,05	53	86	—9	—5
Net revenue . . .	37,06	34,09	33,37	38,12	37,14	34,50	27,53	23,87	22,68	24,62	26,74	27,39	32,02	32,02
Interest charges . .	23,90	24,81	25,87	27,27	29,33	30,46	32,72	33,07	32,91	32,58	31,80	31,39	30,81	29,26
Surplus	13,16	9,28	7,50	10,85	7,81	4,04	—5,19	—9,20	—10,23	—7,96	—5,06	—4,00	1,21	2,76
Paid as contribution to general revenues.	6,78	5,49	6,01	6,28	5,23	6,12	5,74	..	..	..	..	..	..	2,76
Transferred to railway reserve	6,38	3,79	1,49	4,57	2,58	—2,08	—10,93	—4,95	..	..	..	..	..	..
Ratio of working expenses (excluding Depreciation fund) to Gross Traffic receipts.	51·6%	53·6%	53·7%	51·3%	52·3%	54·1%	57·2%	56·9%	56·7%	55·8%	54·7%	54·9%	51·4%	51·6%
Ratio of working expenses (including Depreciation fund) to Gross Traffic receipts.	61·9%	64·3%	64·8%	62·3%	63·8%	66·4%	70·9%	72·5%	73·0%	71·4%	69·9%	69·5%	65·2%	65·0%
Ratio of Net Traffic receipts to capital at charge.	6·0%	5·4%	5·1%	5·5%	5·1%	4·5%	3·5%	3·0%	2·7%	3·0%	3·3%	3·4%	4·2%	4·2%

NOTE 1.—The figures for the years from 1924-25 to 1936-37 are inclusive of those of the Burma Railways.

NOTE 2.—Credits for materials released from works not charged to revenue were taken in reduction of operating expenses up to 1931-32. From 1932-33 to 1935-36 they were added to receipts and have been included in the above table under net miscellaneous receipts. Since 1936-37, these credits have been taken in reduction of expenditure from the Depreciation Reserve fund. The amounts involved are as follows : 119 lakhs, in 1932-33 and 1933-34, 90 lakhs in 1934-35, and 110 lakhs in 1935-36.

NOTE 3.—For purposes of proper comparison with past years the ratios in the last three lines of the statement with respect to 1932-33, 1933-34, 1934-35, 1935-36, 1936-37 and 1937-38 have been worked out as if the above sums of 119, 119, 90, 110, 115 and 138 lakhs were deducted from operating expenses.

NOTE 4.—Working expenses were reduced in 1930-31 by 166 lakhs by a credit from the Depreciation fund for correction of past accounting adjustments and in 1924-25 by 179 lakhs by certain abnormal refunds of expenditure in previous years.

* Excludes Bezwada Masulipatam Railway.

18.1. Though these statistics show the trend of receipts and expenditure fairly clearly, they do not lend themselves directly to close comparison owing to changes of accounting during the period and certain other special features, the more important of which are mentioned below :—

(*a*) In the years prior to 1932-33, credits on account of material released from works whether in the nature of repairs or renewals or replacements were taken as reducing the working

expenses but since that year only credits in connection with repairs and maintenance operations are so taken. For comparison with earlier years, the following sums should be deducted from the working expenses of the years 1932-33 and thereafter :—

	(*Including Burma Railways*). (In lakhs of rupees.)	(*Excluding Burma Railways*). (In lakhs of rupees.)
1932-33	119	103
1933-34	119	110
1934-35	90	84
1935-36	110	109
1936-37	115	110
1937-38	...	**138**

(*b*) In 1924-25, working expenses were reduced by a refund of customs duty paid in earlier years on stores imported for Company-managed railways amounting to 141 lakhs and by a transfer from reserves of 38 lakhs representing the cost of writing down stores. A sum of 179 lakhs should be added to the working expenses of that year.

(*c*) In 1930-31, working expenses were reduced by 166 lakhs by a credit from the depreciation fund for correction of past erroneous adjustments.

(*d*) The emergency deductions made from the pay of the staff reduced the working expenses in certain years, namely :—

	Including Burma Railways). (In lakhs of rupees.)	(*Excluding Burma Railways.*) (In lakhs of rupees.)
1931-32	44	41
1932-33	191	182
1933-34	114	110
1934-35	100	96
1935-36	8	8

(*e*) Since 1936-37, owing to a change in the allocation rules, certain renewal and replacement expenditure has been transferred from ordinary working expenses to depreciation fund. The net figure in this respect has been 73 lakhs in 1936-37 and is estimated to be about 60 lakhs in 1937-38.

19. Making allowance for these factors, the comparable figures of traffic receipts and working expenses (excluding Burma railways) from 1924-25 are as follows :—

(In crores of rupees.)

Year.	Traffic Receipts.	Ordinary working expenses including cut in pay.	Ordinary working expenses excluding cut in pay.
1924-25	95·84	51·26	51·26
1925-26	94·01	50·67	50·67
1926-27	93·81	50·49	50·49
1927-28	98·40	50·57	50·57
1928-29	98·78	51·46	51·46
1929-30	97·83	53·02	53·02
1930-31	90·82	53·75	53·75
1931-32	82·89	46·98	47·39
1932-33	81·10	45·85	47·67
1933-34	83·06	46·13	47·23
1934-35	86·48	47·13	48·09
1935-36	87·04	47·52	47·60
1936-37	91·79	47·79	47·79
1937-38	**95·01**	**49·59**	**49·59**

20. The figures show that the steady improvement which started in 1933-34 was still continuing. The statement below gives the net revenue and the interest charges as an average of the capital at charge by the end of the year (excluding Burma railways).

(In lakhs of rupees.)

Year.	Net revenue.	Percentage of net revenue to capital at charge.	Interest charges.	Percentage of interest charges to capital at charge.	Surplus or Deficit.
1924-25	35,71	5·9	22,98	3·8	12,73
1925-26	32,32	5·2	23,82	3·8	8,50
1926-27	32,02	4·9	24,83	3·8	7,19
1927-28	36,35	5·3	26,15	3·8	10,20
1928-29	35,84	5·1	28,10	4·0	7,74
1929-30	32,82	4·5	28,87	4·0	3,95
1930-31	26,02	3·5	31,13	4·2	—5,11
1931-32	22,93	3·0	31,46	4·2	—8,53
1932-33	21,86	2·9	31,40	4·2	—9,54
1933-34	23,69	3·1	31,03	4·1	—7,34
1934-35	25,70	3·4	30,30	4·0	—4,60
1935-36	26,51	3·5	29,92	4·0	—3,41
1936-37	30,84	4·1	29,39	3·9	1,45
1937-38	**32,02**	**4·2**	**29,26**	**3·9**	**2,76**

21. The operating ratio of State-owned railways, *i.e.*, the ratio of working expenses to gross traffic receipt was 52 per cent. (excluding depreciation) as in 1936-37, and 65 per cent. (including depreciation) or 1 per cent. less than in the previous year. These percentages have touched the lowest level since 1929-30. In the table below the ratios of earlier years (excluding Burma railways) are given for purpose of comparison.

Year.	Percentage, excluding depreciation.	Percentage, including depreciation.
Average of 5 years, 1924-25 to 1928-29	52·5	63·5
1929-30	54	66
1930-31	57	71
1931-32	56	72
1932-33	57	74
1933-34	56	72
1934-35	55	70
1935-36	55	70
1936-37	52	66
1937-38	**52**	**65**

For purposes of comparison certain statistics available for some foreign railways are given below.

22. The gross receipts of the 4 amalgamated British railways in 1937 amounted to £190 million, an increase of £8 million (4 per cent.) over the previous year, but £17½ million (8 per cent.) less than in 1929. Their working expenses amounted to £155 million or £7 million (5 per cent.) more than in the previous year and £13 million (8 per cent.) less than in 1929. The operating ratio was 81·6 per cent. as against 81 per cent. in the previous year and in 1929.

The Canadian Pacific Railway earned 145 million dollars in 1937, 6 million dollars (4 per cent.) more than in the previous year, and 65 million dollars (31 per cent.) less than in 1929. Their working expenses were 121 million dollars—6 million dollars (5 per cent.) more than in 1936 and 46 million dollars (28 per cent.) less than in 1929. The operating ratio, which was 79½ per cent. in 1929 and 83·18 per cent. in 1936, stood at 83·64 per cent. in 1937.

The Canadian National Railways realised 198 million dollars in 1937, 11 million dollars (6 per cent.) more than in 1936 and 70 million dollars (26 per cent.) less than in 1929. Their working expenses rose to 181 million dollars, which was higher by 10 million dollars (6 per cent.) than in 1936 but 40 million dollars (18 per cent.) below that of 1929. The operating ratio of 91·12 per cent. against 91·89 in the previous year and 8¾ per cent. higher than in 1929.

The receipts of the principal railways of the United States were 4,166 million dollars in 1937, which was about 3 per cent. more than in 1936, but 21 per cent. less than in 1930. The working expenses, which were 3,119 dollars, were 6 per cent. more than in the previous year but 21 per cent. less than in 1930. The operating ratio in 1937 was 74·87 per cent. against 72·33 per cent. in 1936 and 74·45 per cent. in 1930.

The gross receipts of the German State Railways for 1937 were Reichmarks 4,420 million, which showed an increase of Reichmarks 435 million (11 per cent.) over the previous year, but a decrease of Reichmarks 934 million (17 per cent.) as compared with 1929. Their working expenses came to Reichmarks 4,005 million or Reichmarks 492 million (14 per cent.) more than in the previous year but Reichmarks 488 million (10 per cent.) less than in 1929. The operating ratio was 90·6 per cent. against 88·16 per cent. in 1936 and 83·93 per cent. in 1929.

23. Traffic Receipts.—The following table compares the traffic receipts (excluding Burma railways) in detail with the previous years :—

(Crores of rupees.)

——	1928-29.	1929-30.	1930-31.	1931-32.	1932-33.	1933-34.	1934-35.	1935-36.	1936-37.	1937-38
Passenger earnings	33·81	34·34	30·49	27·98	28·01	26·78	27·05	27·17	26·86	**28·41**
Other coaching earnings	5·99	5·63	5·24	5·10	4·89	4·80	4·79	4·92	5·06	**5·16**
Goods earnings. .	64·62	62·07	57·89	52·89	51·58	55·68	58·39	58·93	63·79	**64·79**
Sundry earnings .	2·01	2·10	1·88	1·74	1·56	1·52	1·56	1·76	2·03	**1·95**
Suspense . .	—·24	·30	·41	·35	·03	—·49	·09	—·24	—·24	**·15**
TOTAL .	106·19	104·44	95·91	88·06	86·07	88·29	91·88	92·54	97·50	**100·46**
Less—										
Refunds .	*·14*	*·14*	*·10*	*·10*	*·11*	*·10*	*·12*	*·13*	*·18*	..
Earnings of worked lines	*7·27*	*6·47*	*4·99*	*5·07*	*4·86*	*5·13*	*5·28*	*5·37*	*5·53*	*5·45*
NET .	98·78	97·83	90·82	82·89	81·10	83·06	86·48	87·04	91·79	**95·01**

There has been an improvement, as compared with the previous year under all the various items included in earnings except sundry earnings. Goods earnings made such a very marked improvement that they actually exceeded the earnings for the peak year 1928-29.

23.1. The statement below gives the details of passenger earnings on all Class I Railways (excluding Burma railways) from 1929-30 onwards. Figures are not available separately for State-owned railways alone, but the figures for Class I Railways can be taken as sufficiently representative.

Passenger earnings for Class I Railways.

(In lakhs of rupees.)

Classes.	1929-30.	1930-31.	1931-32.	1932-33.	1933-34.	1934-35.	1935-36.	1936-37.	1937-38.
First class.	97	88	78	74	72	73	74	77	78
Second class	1,68	1,57	1,43	1,38	1,32	1,33	1,36	1,37	1,39
Intermediate class.	1,56	1,39	1,21	1,13	1,10	1,10	1,10	1,13	1,21
Third class	31,19	27,65	25,47	25,65	24,50	24,72	24,83	24,45	25,94
TOTAL .	35,40	31,49	28,89	28,90	27,64	27,88	28,03	27,72	29,32

23.2. The statement below gives details of the various commodities which have contributed to the goods earnings of all Class I Railways (excluding Burma railways) and compares them with similar figures for the past few years.

(Figures in lakhs.)

—	1929-30.	1930-31.	1931-32.	1932-33.	1933-34.	1934-35.	1935-36.	1936-37.	1937-38.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
1. Cotton, raw pressed and unpressed.	4,50	3,99	2,41	2,75	3,56	3,40	3,74	4,62	2,88
2. Cotton manufactured	2,36	2,28	2,30	2,37	2,34	2,40	2,48	2,46	2,61
3. Coal for the public .	6,66	6,11	5,91	5,88	6,48	7,04	6,87	6,93	8,24
4. Coal for foreign railways and home line construction.	2,77	2,63	2,15	2,24	2,28	2,49	2,45	2,58	2,98
5. Metallic ores . .	1,33	80	50	36	52	84	1,15	99	1,41
6. Rice . . .	3,25	2,88	2,83	2,87	3,07	3,25	3,06	3,38	3,30
7. Wheat . . .	2,02	2,68	2,15	1,82	1,84	2,09	2,10	2,46	2,67
8. Gram, pulse, jowar, bajra, and other grains.	3,43	3,34	3,49	3,01	2,83	3,27	2,97	3,38	3,48
9. Iron and steel wrought	2,40	2,02	1,78	1,97	2,18	2,30	2,54	2,61	2,49
10. Kerosene oil . .	1,64	1,46	1,58	1,35	1,43	1,49	1,46	1,60	1,59
11. Jute . . .	1,46	1,36	99	1,12	1,29	1,24	96	1,30	1,17
12. Oil seeds . .	3,93	3,99	3,50	2,86	3,61	2,94	2,74	3,28	3,04
13. Sugar . . .	2,01	2,02	1,50	1,28	1,66	1,55	1,55	2,27	2,11
14. Gur, jagree and molasses.	92	95	1,23	1,36	1,18	1,17	1,25	1,27	1,20

The most noticeable improvements in 1937-38 are in coal for the public (131 lakhs), in metallic ores (42 lakhs), in coal for foreign railways and home line construction (40 lakhs), in wheat (21 lakhs), in cotton manufactures (15 lakhs) and in grains (10 lakhs). There is, however, a big deterioration in the movement of raw cotton (174 lakhs), oil seeds (24 lakhs) and sugar (16 lakhs).

23.3. The statement below compares the receipts of individual railways in 1937-38 with the previous years :—

(Figures in lakhs.)

Railways.	1929-30.	1930-31.	1931-32.	1932-33.	1933-34.	1934-35.	1935-36.	1936-37.	1937-38.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Assam Bengal . .	2,05	1,96	1,84	1,56	1,60	1,80	1,60	1,68	1,76
Bengal Nagpur . .	9,31	8,17	7,24	6,91	7,39	7,94	8,64	8,38	9,51
Bombay, Baroda and Central India.	11,52	10,90	10,30	10,17	10,61	11,06	11,08	11,89	12,01
Eastern Bengal . .	6,73	5,86	5,05	4,91	5,07	5,42	5,26	5,74	5,83
East Indian . .	19,85	18,24	17,36	17,27	17,63	18,71	18,62	19,45	21,00
Great Indian Peninsula	14,58	13,33	11,92	11,94	12,21	12,17	12,40	13,27	13,01
Madras and Southern Mahratta.	8,98	7,98	7,15	6,66	6,84	6,72	6,55	6,68	6,92
North Western (Commercial).	14,39	14,98	13,34	12,74	13,23	13,87	14,16	15,63	15,52
North Western (Strategic)	1,59	1,48	1,31	1,23	1,23	1,23	1,26	1,37	1,45
South Indian . .	6,33	5,80	5,30	5,51	5,14	5,25	5,00	5,12	5,34
Other Railways .	2,50	2,12	2,08	2,20	2,11	2,31	2,47	2,57	2,66

During the year under review all railways showed an improvement in earnings except the Great Indian Peninsula and North Western (Commercial) Railways where there were decreases of 26 lakhs and 11 lakhs respectively. It will be noticed that the receipts of the Bengal Nagpur, the Bombay, Baroda and Central India, the East Indian and the North Western (Commercial) Railways and other railways were better than even those of 1929-30, the last year of prosperity. The largest increase of 155 lakhs on the East Indian Railway was attributable to marked improvement in both passenger and goods traffic. The next largest increase (113 lakhs) was on the Bengal Nagpur Railway. The gross earnings during the year created a record for this railway. Besides the improvement in passenger traffic, the goods earnings from coal and mineral ore mainly contributed to the increase, as the traffic in these commodities was the heaviest ever carried. The next largest increase of about $\frac{1}{4}$ crore was on each of the Madras and Southern Mahratta and South Indian Railways. Reduction in fares, improvement in services and issue of special series of " Travel as you like " and Zone tickets were responsible for the increase in passenger earnings, and movement of coal in goods earnings. There were small increases on other railways, *viz.*, Bombay, Baroda and Central India, Eastern Bengal and North Western (strategic section), and minor railways, aggregating 46 lakhs.

24. Ordinary working expenses.—A comparison of working expenses (excluding depreciation) of all railways (other than Burma Railways) by Abstracts is given below.

(In lakhs of rupees.)

Abstracts.	1933-34.	1934-35.	1935-36.	1936-37.	1937-38.
Maintenance of Structural Works	8,24	8,45	8,43	7,86	7,94
Maintenance and supply of Locomotive Power	16,16	16,39	16,09	16,24	17,53
Maintenance of Carriage and Wagon stock	5,62	5,90	6,13	5,73	6,13
Maintenance of ferry steamers and harbours	28	30	27	27	29
Expenses of Traffic Department	10,34	10,48	10,42	10,59	10,63
Expenses of General Department	4,66	4,70	4,69	4,67	4,89
Miscellaneous Expenses	4,32	4,21	4,21	4,18	4,33
Electric Service Department	1,20	1,22	1,18	1,16	1,20
Suspense	—2	—6	—5	12	7
Emergency deductions from pay	—1,10	—96	—8	..	..
TOTAL	49,70	50,63	51,29	50,82	53,01
Deduct—Recoveries from worked lines	2,60	2,66	2,68	2,66	2,64
Net Total for State-owned railways	47,10	47,97	48,61	48,16	50,37

24.1. A comparison of the working expenses (excluding depreciation) of each railway with the previous years will be found below:—

(Figures in lakhs.)

—	1929-30.	1930-31.	1931-32.	1932-33.	1933-34.	1934-35.	1935-36.	1936-37.	1937-38.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Assam Bengal	1,13	1,12	1,09	1,02	1,07	1,16	1,12	1,06	1,16
Bengal Nagpur	5,51	5,36	4,83	4,77	4,82	5,06	5,42	5,30	5,53
Bombay, Baroda and Central India.	6,07	6,14	5,47	5,38	5,26	5,44	5,33	5,55	5,69
Eastern Bengal	3,84	3,74	3,29	3,16	3,33	3,41	3,62	3,63	3,81
East Indian	10,21	9,95	9,02	8,88	8,78	9,19	9,24	9,23	10,24
Great Indian Peninsula	8,37	8,57	7,13	7,06	6,99	6,78	6,76	6,55	6,77
Madras and Southern Mahratta.	3,95	3,88	3,33	3,24	3,30	3,40	3,41	3,26	3,66
North Western (Commercial)	8,47	9,03	7,74	7,23	7,57	7,61	7,50	7,39	8,11
North Western (Strategic)	1,68	1,76	1,38	1,42	1,39	1,43	1,42	1,43	1,41
South Indian	2,79	2,87	2,63	2,76	2,67	2,73	2,74	2,68	2,82
Other Railways	1,00	1,02	98	92	95	1,06	1,12	1,12	1,17

There has been an increase in working expenses on almost all the railways due to the increased movement of traffic, heavy repairs to Rolling Stock, rise in price of coal and contribution to Provincial Governments for cost of order police.

25. Losses and gains.—The statement below gives the net gain or loss of the various railways for every year from 1924-25 to 1937-38. For the purpose of calculating these gains or losses, the figures shown in the Companies' accounts have been recast to accord with the Government accounting procedure, *i.e.*, the working expenses include the Appropriation to the Depreciation fund and not the actual expenditure on renewals and replacements which are taken into account in the Companies own accounts.

(In lakhs of rupees.)

—	1924-25.	1925-26.	1926-27.	1927-28.	1928-29.	1929-30.	1930-31.	1931-32.	1932-33.	1933-34.	1934-35.	1935-36.	1936-37.	1937-38.	TOTAL.
State-managed railways.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Eastern Bengal .	16	10	70	80	54	16	—80	—1,23	—1,28	—1,25	—93	—1,18	—79	—78	—5,78
East Indian . .	2,89	2,80	2,67	3,19	2,44	1,61	—18	—24	—13	37	1,14	1,04	1,75	2,39	21,74
Great Indian Peninsula.	2,42	47	71	1,41	1,08	8	—1,72	—1,78	—1,68	—1,24	—1,04	—67	46	12	—1,38
North Western (Commercial).	2,87	1,76	1,21	1,23	9	—64	—1,16	—1,58	—1,78	—1,36	—70	25	1,53	1,07	2,79
North Western (Strategic).	—1,59	—1,47	—1,65	—1,68	—1,74	—1,90	—2,18	—1,99	—2,09	—2,03	—2,03	—2,10	—1,96	—1,85	—26,26
Company-managed railways.															
Assam Bengal .	—31	—13	—11	4	—6	—24	—39	—52	—74	—73	—60	—84	—75	—75	—6,13
Bengal Nagpur .	—12	—47	—40	—20	—47	—66	—1,99	—2,48	—2,80	—2,27	—1,86	—1,38	—1,52	—56	—17,18
Bombay, Baroda and Central India.	2,92	2,20	1,42	1,58	1,64	1,25	43	45	41	99	1,28	1,56	2,16	2,16	20,45
Madras and Southern Mahratta.	1,11	85	63	1,04	1,38	89	1	14	—27	—4	—26	—38	—3	—11	4,96
South Indian . .	97	1,13	1,20	1,25	81	1,19	31	1	6	—21	—10	—32	—11	..	6,19
Lucknow Bareilly .	9	9	4	10	6	5	6	4	5	5	8	8	10	10	99
Tirhoot . . .	62	60	68	56	66	68	24	29	34	25	32	35	41	44	6,44

The only railways which show a loss during 1937-38 are Assam Bengal and Eastern Bengal ($\frac{3}{4}$ crore each), the Bengal Nagpur ($\frac{1}{2}$ crore), the North Western—Strategic Section—(2 crores) and the Madras and Southern Mahratta Railway (11 lakhs).

It is interesting to notice that during the 14 years, of which the first six were prosperous, the State has received large profits from 7 railways, *viz.*, $21\frac{3}{4}$ crores from the East Indian, $20\frac{1}{2}$ crores from the Bombay, Baroda and Central India, about $6\frac{1}{4}$ crores from the South Indian; $6\frac{1}{2}$ crores from the Bengal and North-Western (Tirhoot); 5 crores from the Madras and Southern Mahratta; $2\frac{3}{4}$ crores from the North Western (Commercial lines) and one crore from the Lucknow Bareilly. On the other hand, it had to bear losses on 5 railways. The largest was about $26\frac{1}{4}$ crores on the Strategic Section of the North Western Railway, the next largest being $17\frac{1}{4}$ crores on the Bengal Nagpur Railway. On the Assam Bengal Railway it amounted to 6 crores. The Eastern Bengal, and Great Indian Peninsula Railways were responsible for losses of $5\frac{3}{4}$ and $1\frac{1}{3}$ crores respectively.

26. Capital at charge.—The statement below shows the capital at charge on all railways (excluding Burma railways) in which the State has financial interest. For purposes of comparison sterling liabilities included

in the capital at charge have been converted into rupees at the statutory rate of exchange:—

	(Crores of rupees.) Capital at charge at the end of the year.		(Crores of rupees.) Capital at charge at the end of the year.
1923-24	595	1931-32	754
1924-25	608	1932-33	754
1925-26	626	1933-34	752
1926-27	652	1934-35	752
1927-28	683	1935-36	754
1928-29	706	1936-37	754
1929-30	735	1937-38	754
1930-31	748		

It will be noticed that the capital at charge at end of 1937-38 is the same as at end of 1936-37 and has increased in 14 years by 159 crores, though the increase has not been uniform. During the first six prosperous years, the average yearly increase was $23\frac{1}{3}$ crores. During the next eight years, it is $2\frac{3}{8}$ crores.

Though the total increase in the capital at charge is 159 crores, the real expenditure during these 14 years is 171 crores since stores balances have been reduced by 12 crores in the period. Of this total, the construction of new lines accounts for 44 crores. 12 crores is due to the acquisition of lines already in existence, but owned by private companies, the most important of which are the Delhi-Ambala-Kalka, Amritsar-Patti-Kasur and the Southern Punjab Railways. The balance of 115 crores represents the expenditure charged to capital on additions to and improvements of the open line such as rebuilding of bridges, relaying of track, improvement of traffic facilities, *e.g.*, expansion of station yards, purchasing of improved rolling stock, reconstruction and modernising of workshops and so on. At the same time 118 crores have been spent from the depreciation fund during the period for the improvement of the open line.

27. Works Expenditure.—The statement below gives the total expenditure (excluding Burma Railways) on works year by year from 1924-25 and shows separately the expenditure on new constructions, open line works, and amounts spent on the purchase of railways.

(In lakhs of rupees.)

Years.	New constructions.	Open line works.	Purchase of railways and branch line shares.	Total capital.	Depreciation fund.	Total works expenditure.
1924-25	2,61	9,71	..	12,32	6,96	19,28
1925-26	3,87	14,62	..	18,49	7,56	26,05
1926-27	6,21	15,48	4,33	26,02	7,64	33,66
1927-28	9,36	21,18	3	30,57	10,58	41,15
1928-29	8,39	15,25	30	23,94	9,35	33,29
1929-30	5,81	15,32	7,06	28,19	11,26	39,45
1930-31	4,12	8,52	1	12,65	10,69*	23,34*
1931-32	2,53	3,66	..	6,19	8,01	14,20
1932-33	37	—45	..	—8	5,88	5,80
1933-34	13	—2,34	..	—2,21	7,80	5,59
1934-35	17	45	—20	42	8,30	8,72
1935-36	28	1,97	44	2,69	8,89	11,58
1936-37	..	50	..	50	7,45	7,95
1937-38	—5	61	—4	52	7,99	8,51
TOTAL	43,80	104,48	11,93	160,21	118,36	278,57

* Includes a debit of 166 lakhs for correction of past erroneous adjustments.

The total expenditure on works was about $8\frac{1}{2}$ crores and was more by 56 lakhs than the expenditure in the previous year. Of the total, 3 crores was on rolling stock, $3\frac{3}{4}$ crores on renewal of track, and $1\frac{3}{4}$ crores on general engineering works. It also takes into account the credits amounting to

1⅓ crores on account of the value of materials released from works which it has been decided to adjust under " Depreciation fund " instead of " Earnings " as in the previous years.

28. Stores balances.—The total stores balance at the end of 1937-38 was 37 lakhs higher than in the previous year :—

The table below gives the figures for a number of years :—

(Figures in lakhs.)

—	1921-22.	1922-23.	1923-24.	1924-25.	1925-26.	1926-27.	1927-28.	1928-29.	1929-30.	1930-31.	1931-32.	1932-33.	1933-34.	1934-35.	1935-36.	1936-37.	1937-38.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Assam Bengal	25	32	18	12	9	13	13	15	18	22	21	15	14	13	14	17	18
Bengal Nagpur	1,40	1,62	1,48	1,50	1,28	1,17	1,08	1,33	1,36	1,21	1,07	1,02	97	1,01	1,06	1,11	1,02
Bombay, Baroda and Central India.	2,77	2,72	2,33	1,77	1,63	1,46	1,67	1,62	1,61	1,65	1,46	1,30	1,09	1,02	93	87	80
Eastern Bengal	2,52	1,76	1,58	1,22	1,12	84	84	80	77	76	69	55	40	43	57	50	57
East Indian (including Oudh and Rohilkund).	3,92	4,39	4,11	3,14	2,81	2,48	2,99	3,15	3,04	2,48	2,27	2,09	1,60	1,38	1,44	1,30	1,41
Great Indian Peninsula	4,66	3,88	3,98	2,90	2,39	2,23	2,53	2,42	2,62	2,52	2,18	1,80	1,51	1,27	1,17	1,03	98
Madras and Southern Mahratta.	1,51	1,66	1,51	1,03	84	77	94	83	83	79	76	72	53	50	50	51	56
North Western (Commercial)	3,94	3,93	3,80	2,73	2,44	2,86	3,92	3,70	3,48	2,60	2,27	1,85	1,66	1,46	1,52	1,79	2,08
North Western (Strategic)	58	58	72	63	83	84	92	90	92	94	91	1,02	93	82	75	67	66
South Indian	1,14	1,39	99	77	1,13	1,07	1,24	1,14	1,06	94	80	70	56	47	48	49	51
Other Railways	31	41	42	43	37	39	47	44	53	57	52	47	43	43	44	43	47
TOTAL	23,00	22,66	21,10	16,24	14,93	14,24	16,73	16,48	16,40	14,68	13,14	11,67	9,82	8,92	9,00	8,87	9,24

29. Depreciation Fund.—The amount appropriated to the depreciation fund by debit to the working expenses of State-owned railways and the amount drawn from the fund to meet the expenditure incurred on the replacements and renewals actually carried out on those railways during 1937-38 are given in the statement below :—

Account of Depreciation fund for 1937-38.

(Figures in lakhs.)

Railways.	Opening Balance.	Credits to Depreciation fund in 1937-38.	Amount spent on Replacements and Renewals, etc., and charged to Depreciation fund in 1937-38.	Closing Balance.
1	2	3	4	5
State Lines managed by State.	Rs.	Rs.	Rs.	Rs.
North Western	10,42	(*a*)2,47	1,54	11,35
Eastern Bengal	2,49	86	79	2,56
East Indian (including Tatanagar workshops).	7,79	2,46	1,68	(*b*)8,59
Great Indian Peninsula	6,72	1,91	67	(*b*)7,98
State Lines managed by Companies.				
Bengal Nagpur	5,76	1,30	58	6,48
Bombay, Baroda and Central India	4,47	1,23	85	4,85
Madras and Southern Mahratta	2,06	89	39	2,57
South Indian	1,96	76	48	2,24
Other Railways and Miscellaneous	3,33	71	70	(*b*)3,29
TOTAL	45,00	12,59	7,68	49,91
Withdrawal from Depreciation fund to meet the loss on the working of Railways	—30,29	..	..	—30,29
Shares of branch lines, etc.	..	..	32	—32
Loans to Branch Line Companies	—9	8	8	—9
Net	14,62	12,67	8,08	19,21

(*a*) Include Rs. 1·69 lakhs on account of press machinery charged to Capital account, North-Western Railway.

(*b*) Rs. 2·61 lakhs have been transferred from other Railways and " Miscellaneous " to each of the East Indian and Great Indian Peninsula Railways. It includes 32 lakhs written back from Capital to Depreciation fund on account of abandoned assets.

30. An analysis of the financial results of the working of the railways owned by the State is given in the following statement, for the last three years, by each railway :—

(Figures in thousands of rupees.)

Railways.	Year.	Capital at charge.	*Deduct* amount of capital contributed by Companies and Indian States.	Net Government Capital at charge.	Receipts.	Working Expenses including Depreciation.	Payment to worked lines.	Net Receipts.	Percentage of Net Receipts on Capital at charge.	CHARGE AGAINST NET REVENUE RECEIPTS.		Gain.	Loss.
										Payment on account of share of Surplus Profits.	Interest, Annuity and Sinking Fund charges.		
1	2	3	4	5	6	7	8	9	10	11	12	13	14
State Lines managed by State.													
North Western	1935-36	1,46,92,92	..	1,46,92,92	16,35,12	11,99,28	29,82	4,06,02	2·8	..	5,91,27	..	1,85,25
	1936-37	1,46,84,36	..	1,46,84,36	17,54,10	11,89,01	28,15	5,36,94	3·7	..	5,79,92	..	42,98
	1937-38	1,47,20,09	..	1,47,20,09	17,52,72	12,25,48	28,71	4,98,53	3·4	..	5,76,43	..	77,90
Eastern Bengal	1935-36	51,59,89	..	51,59,89	5,43,89	4,56,56	8,45	78,88	1·5	..	1,96,92	..	1,18,04
	1936-37	51,48,09	..	51,48,09	5,87,46	4,63,40	8,57	1,15,49	2·2	..	1,94,21	..	78,72
	1937-38	51,48,69	..	51,48,69	5,95,93	4,73,29	7,32	1,15,32	2·2	..	1,92,96	..	77,64
East Indian	1935-36	1,47,26,41	1,12,14	1,46,14,27	18,86,33	11,80,64	7,74	6,97,95	4·7	..	5,94,39	1,03,56	..
	1936-37	1,47,70,09	1,12,14	1,46,57,95	19,52,14	11,82,27	7,81	7,62,06	5·2	..	5,87,32	1,74,74	..
	1937-38	1,48,18,38	1,12,14	1,47,06,24	21,07,21	12,73,96	7,73	8,25,52	5·6	..	5,86,87	2,38,65	..
Great Indian Peninsula	1935-36	1,15,03,02	..	1,15,03,02	13,09,86	9,19,39	28,28	3,62,19	3·1	..	4,29,13	..	66,94
	1936-37	1,14,57,77	..	1,14,57,77	13,83,25	8,86,83	31,88	4,64,54	4·1	..	4,18,84	45,70	..
	1937-38	1,14,75,29	..	1,14,75,29	13,57,38	8,97,79	30,67	4,28,92	3·7	..	4,17,32	11,60	..

State Lines managed by Companies.													
Bengal Nagpur	1935-36	77,75,05	10,12,20	67,62,85	8,76,09	6,82,01	1,67	1,92,41	2·5	..	3,30,80	..	1,38,39
	1936-37	77,83,53	9,52,20	68,31,33	8,40,73	6,68,28	1,41	1,71,04	2·2	..	3,22,78	..	1,51,74
	1937-38	77,23,54	7,37,80	69,85,74	9,53,23	6,84,17	1,41	2,67,65	3·5	..	3,24,13	..	56,48
Bombay, Baroda and Central India	1935-36	73,74,05	5,49,00	68,25,05	11,85,51	7,07,10	29,81	4,48,60	6·1	14,79‡	2,78,22	1,55,59	..
	1936-37	73,77,60	5,49,00	68,28,60	12,50,05	7,16,74	27,16	5,06,15	6·9	16,52‡	2,73,68	2,15,95	..
	1937-38	73,83,87	5,49,00	68,34,87	12,64,56	7,29,09	26,31	5,09,16	6·9	20,47‡	2,72,32	2,16,37	..
Madras and Southern Mahratta	1935-36	53,26,73	10,68,25	42,58,48	7,30,45	4,81,50	27,34	2,21,61	4·2	26,77	2,29,01	..	34,17
	1936-37	53,30,57	10,68,25	42,62,32	7,42,88	4,69,50	31,45	2,41,93	4·5	19,39	2,25,09	..	2,55
	1937-38	53,62,08	10,54,18	43,07,90	7,52,89	4,89,63	25,84	2,37,42	4·4	23,96	2,24,82	..	11,36
South Indian	1935-36	45,46,66	6,35,81‖	39,10,85	5,28,42	3,70,76	7,11	1,50,55	3·3	6,62	1,75,55	..	31,62
	1936-37	45,67,54	6,35,81‖	39,31,73	5,36,33	3,64,81	7,12	1,64,40	3·6	3,61	1,71,42	..	10,63
	1937-38	45,68,61	5,64,76‖	40,03,85	5,59,15	3,75,81	7,34	1,76,00	3·9	4,37	1,71,22	41	..
Other railways	1935-36	43,05,98	5,20,91	37,85,07	6,53,58	3,95,52	1,44,45	1,13,61	2·6	2,77	1,66,99	..	56,15
	1936-37	42,99,18	4,21,87	38,77,31	6,85,03	3,98,68	1,58,19	1,28,16	2·9	2,91	1,66,15	..	40,90
	1937-38	41,66,30	4,22,89	37,43,41	7,02,30	4,08,72	1,57,47	1,36,11	3·3	3,75	1,60,21	..	27,85
Adjustments :—													
Net result of adjustment of credits on account of released materials and expenditure on non-wasting assets of company-managed railways under Repairs and Maintenance.	1935-36	..	..	..	..	3,43	..	—3,43	..	..	..	..	3,43
	1936-37	..	..	..	..	..	..	..	..	..	..	..	..
	1937-38	..	..	..	..	..	..	..	..	..	..	..	..
Interest on Depreciation and Reserve Fund balances.	1935-36	..	..	..	42,04	..	..	42,04	..	..	..	42,04	..
	1936-37	..	..	..	55,01	..	..	55,01	..	..	..	55,01	..
	1937-38	..	..	..	80,52	..	..	80,52	..	..	..	80,52	..

(Figures in thousands of rupees.)

Railways.	Year.	Capital at charge.	*Deduct* amount of capital contributed by Companies, Indian States, and District Boards.	Net Government Capital at charge.	Receipts.	Working Expenses including Depreciation.	Payment to worked lines.	Net Receipts.	Percentage of Net Receipts on Capital at charge.	CHARGE AGAINST NET REVENUE RECEIPTS.		Gain.	Loss.
										Payment on account of share of Surplus Profits.	Interest, Annuity and Sinking Fund charges.		
1	2	3	4	5	6	7	8	9	10	11	12	13	14
Net Miscellaneous Receipts and Charges not attributable to any one Railway.	1935-36	..	..	..	..	..	..	..	..	..	..	..	8,90*
	1936-37	..	..	..	..	..	..	..	..	..	..	..	18,80*
	1937-38	..	..	..	..	..	..	..	..	..	..	..	**20,67***
Total (Central)	1935-36	7,54,10,71	38,98,31	7,15,12,40	93,91,29	63,96,19	2,84,67	27,10,43	3·6	50,95	29,92,28	..	3,41,70
	1936-37	7,54,18,73	37,39,27	7,16,79,46	97,86,98	63,39,52	3,01,74	31,45,72	4·2	42,43	29,39,41	1,45,08	..
	1937-38	**7,53,66,85**	**34,40,77**	**7,19,26,08**	**1,01,25,89**	**65,57,94**	**2,92,80**	**32,75,15**	**4·3**	**52,55**	**29,26,28**	**2,75,65**	..
Provincial Railways	1935-36	14,61	..	14,61	(*a*)1,23	..	..	1,23	..	..	51	72	..
	1936-37	14,61	..	14,61	(*a*)1,41	..	..	1,41	..	..	50	91	..
	1937-38	(*c*)**14,61**	..	(*c*)**14,61**	(*a*)**1,98**	..	..	**1,98**	..	..	**5**	**1,93**	..
North Western (Commercial)	1935-36	1,12,92,24	..	1,12,92,24	15,00,43	9,92,46	29,82	4,78,15	4·2	..	4,53,75	24,40	..
	1936-37	1,13,04,69	..	1,13,04,69	16,16,79	9,89,06	28,15	5,99,58	5·3	..	4,46,13	1,53,45	..
	1937-38	**1,13,26,80**	..	**1,13,26,80**	**16,07,85**	**10,28,27**	**28,71**	**5,50,87**	**4·9**	..	**4,43,82**	**1,07,05**	..
Non-Commercial (Strategic) (North Western and Aden Railways).	1935-36	34,00,68	..	34,00,68	1,34,69	(*b*)2,08,88	..	(*b*)—74,19	—2·2	..	1,37,52	..	2,11,71
	1936-37	33,79,67	..	33,79,67	1,37,31	1,99,95	..	—62,64	—1·9	..	1,33,79	..	1,96,43
	1937-38	**33,93,29**	..	**33,93,29**	**1,44,87**	**1,97,21**	..	**—52,34**	**—1·5**	..	**1,32,61**	..	**1,84,95**

	1935-36.	1936-37.	1937-38.
‡ Includes payments to Jaipur Durbar	6,70	7,05	8,01
* Includes recoveries from Travancore Durbar	38	1,08	17

|| Includes capital expenditure on Tinnevelly Quilon (Indian State Section).

(*a*) Represent figures on account of subsidized Companies.

(*b*) Includes Aden Railway :—
Column 7 2,06
„ 9 . . . . . —2,06

(*c*) Includes 13,22 in respect of Jorhat Railway which has become the property of the Central Government from 1st April 1937.

C.—*General results of working of all Indian Railways.*

31. Traffic and mileage.—The more important statistical figures of traffic on all Indian Railways are summarised in the table below:—

Particulars.	Year.	Class I Railways.	Other Railways.	Total of all Railways.
(i) Total route mileage.	1933-34	36,242	4,656	40,898
	1934-35	36,235	4,726	40,961
	1935-36	36,307	4,751	41,058
	1936-37	36,125	4,943	41,068
	1937-38	**36,134**	**4,942**	**41,076**
(ii) Number of passengers originating (in thousands).	1933-34	436,288	32,995	469,283
	1934-35	442,275	33,580	475,855
	1935-36	448,865	34,267	483,132
	1936-37	454,743	34,863	489,606
	1937-38	**483,933**	**37,352**	**521,285**
(iii) Number of passenger miles (in thousands).	1933-34	15,929,451	765,667	16,695,118
	1934-35	16,516,075	777,754	17,293,829
	1935-36	16,871,303	801,055	17,672,358
	1936-37	16,950,704	833,982	17,784,686
	1937-38	**17,933,580**	**913,666**	**18,847,246**
(iv) Tons originating (in thousands).	1933-34	68,930	3,562	72,492
	1934-35	76,474	3,854	80,328
	1935-36	78,754	4,195	82,949
	1936-37	78,444	3,962	82,406
	1937-38	**83,121**	**4,168**	**87,289**
(v) Number of ton miles (in thousands).	1933-34	17,834,877	247,161	18,082,038
	1934-35	19,414,104	261,047	19,675,151
	1935-36	19,653,041	258,105	19,911,146
	1936-37	20,525,770	263,367	20,789,137
	1937-38	**22,479,591**	**297,097**	**22,776,688**

NOTE.—With the separation of Burma from the 1st April 1937 the Burma Railways are no longer under the Indian Railway Board. Therefore, in order that the results for 1937-38 may be comparable with preceding years, figures in respect of the Burma Railways have been excluded from the results for 1936-37 and preceding years. The true figures for all Indian Railways (including Burma) for 1936-37 and the preceding years may be found in the Report for 1936-37.

32. Analysis of earnings.—The total earnings of all railways, including those with which the Government of India are not directly concerned, amounted to Rs. 107·57 crores, of which Rs. 68·66 crores or 63·8 per cent. were from goods traffic, Rs. 31·08 crores or 28·9 per cent. from passenger

traffic, and Rs. 7·83 crores or 7·3 per cent. from parcels, luggage and other miscellaneous items.

33. Passenger earnings.—Passenger earnings showed an increase of about 6 per cent. from Rs. 29·37 to Rs. 31·08 crores. The following table shows the numbers of and earnings from passengers separately for each class for the four years previous to the war and for the last seven years. Graphs are also inserted showing the number of passengers carried and of passenger miles by classes from 1923-24 :—

(Excluding Burma Railways.)

Year.	No. of passengers carried (in thousands).						Earnings from passengers (in thousands of rupees).					
	1st class.	2nd class.	Inter-mediate class.	3rd class.	Season and Vendor's tickets.	Total.	1st class.	2nd class.	Inter-mediate class.	3rd class.	Season and Vendor's tickets.	Total.
1910 .	630	2,617	10,702	294,908	23,943	332,800	55,82	74,12	94,99	13,90,22	15,58	16,30,73
1911 .	647	2,775	11,409	308,458	25,215	348,504	63,31	80,60	1,08,88	14,92,49	16,56	17,61,84
1912 .	640	2,840	10,508	331,820	26,320	372,128	59,83	79,84	91,37	16,13,25	17,23	18,61,52
1913-14 .	649	3,029	12,000	362,787	29,362	407,827	65,50	84,56	1,03,48	17,43,30	18,92	20,15,76
1931-32 .	470	5,559	12,354	464,606	*	482,989	79,95	1,47,62	1,22,98	26,87,22	*	30,37,77
1932-33 .	397	4,980	10,871	464,438	*	480,686	75,09	1,41,76	1,15,14	27,06,90	*	30,38,89
1933-34 .	394	4,808	10,557	453,524	*	469,283	73,21	1,37,28	1,11,54	26,00,34	*	29,24,31†
1934-35 .	381	4,563	10,316	460,595	*	475,855	74,00	1,36,88	1,11,92	26 ,23,75	*	29,46,55
1935-36 .	361	4,498	10,469	467,804	*	483,132	75,21	1,41,07	1,11,35	26,36,49	*	29,64,12
1936-37 .	389	4,329	11,085	473,803	*	489,606	78,26	1,42,09	1,14,54	26,02,32	*	29,37,21
1937-38 .	397	4,217	11,324	505,347	*	521,285	79,16	1,44,40	1,22,17	27,62,69	*	31,08,42

* The number of season and vendors' tickets and their earnings included under the respective classes; the former at the rate of 50 single journeys per month.

† Includes credit of 1,94 received from the East Indian Railway on account of passengers carried over the Delhi-Ghaziabad section for the period April 1925 to May 1931 : details under different classes are not available.

NOTE.—(i) In pre-war reports the sum of the numbers of passengers carried on each separate railway was shown as the total number of passengers carried on all railways. Passengers travelling over two or more railways or two or more gauges of the same railway were thus counted as two or more passengers. The actual number of passengers carried on all railways is in fact the same as the number of passengers originating and this figure has been adopted for "number of passengers carried" in the reports from 1923-24 onwards. As the number of passengers originating is not available prior to 1923-24 the figures of pre-war years have been modified.

(ii) With the separation of Burma from the 1st April 1937 the Burma Railways are no longer under the Indian Railway Board. Therefore, in order that the results for 1937-38 may be comparable with preceding years, figures in respect of the Burma Railways have been excluded from the results for 1936-37 and preceding years. The true figures for all Indian Railways (including Burma) for 1936-37 and the preceding years may be found in the Report for 1936-37.

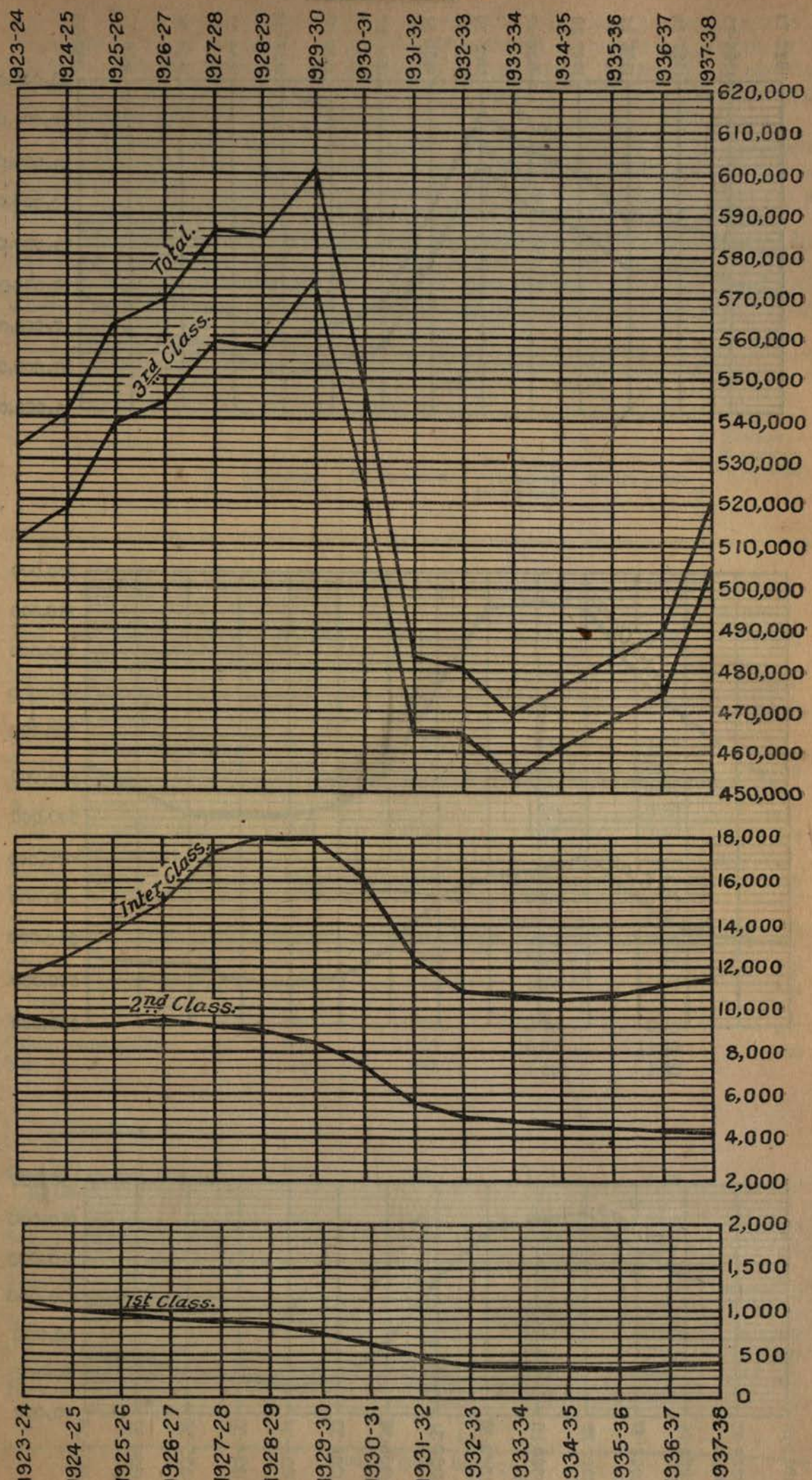
33.1. As compared with 1936-37, the number of passengers carried on the Class I Railways increased by 31 millions and the earnings by Rs. 160 lakhs. The following statement shows the variations on each railway :—

(Figures in thousands).

Railway system.	Variations in the number of passengers carried as compared with 1936-37.	Variations in earnings as compared with 1936-37.
	No.	Rs.
Assam Bengal	+1,257	+4,43
Bengal and North-Western . . .	+1,115	+9,24
Bengal Nagpur	+1,430	+13,71
Bombay, Baroda and Central India .	+5,403	+22,01
Eastern Bengal	+3,597	+17,32
East Indian	+3,452	+49,01
Great Indian Peninsula	+647	+4,42
Jodhpur	+135	+1,50
Madras and Southern Mahratta . .	+2,367	+5,17
H. E. H. the Nizam's State . . .	+1,009	+3,53
North Western	+2,536	+15,23
Rohilkund and Kumaon	+299	+1,23
South Indian	+7,375	+12,96
Total . .	+30,622	+1,59,76

NUMBER OF PASSENGERS CARRIED ON INDIAN RAILWAYS
(EXCLUDING THE BURMA RAILWAYS.)

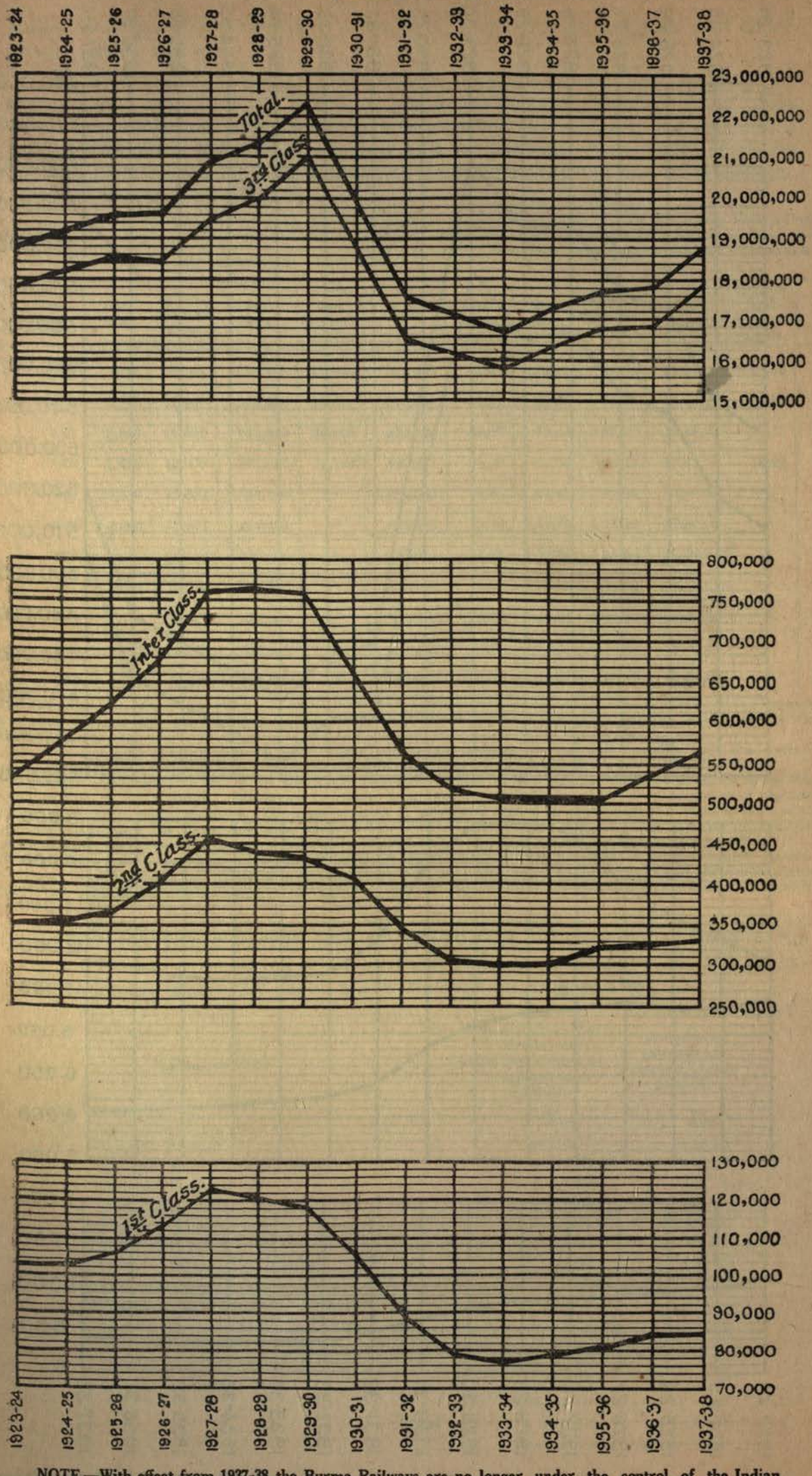
IN THOUSANDS



NOTE.—With effect from 1937-38 the Burma Railways are no longer under the control of the Indian Railway Board. Therefore for purposes of comparison, figures relating to the Burma Railways have been excluded from all the years.

NUMBER OF PASSENGER MILES ON INDIAN RAILWAYS
(EXCLUDING THE BURMA RAILWAYS.)

IN THOUSANDS



NOTE.—With effect from 1937-38 the Burma Railways are no longer under the control of the Indian Railway Board. Therefore for purposes of comparison, figures relating to the Burma Railways have been excluded from all the years.

It will be observed from the statement that the increase was general. This can be ascribed partly to an improvement in economic conditions and partly to the occurrence of an unusually large number of festivals; also to special measures to encourage travel (see Chapter IV, paragraphs 50.3 and 56, pages 45 and 52).

34. Goods earnings.—The earnings from goods traffic on all railways increased by Rs. 133 lakhs, chiefly under fuel (mainly coal), metallic ores, materials and stores on revenue account and wheat. This was offset by a considerable fall under raw and manufactured cotton and under oilseeds.

The tonnage of, and earnings from the principal commodities carried by the Class I Railways during 1937-38 as compared with the preceding year, are shown in the statement below. Apart from the main increases mentioned above, there were also increases under provisions, marble and stone and wood unwrought.

Commodity.	1936-37.*		1937-38.		Increase + Decrease — in earnings. Rs. (in lakhs).
	No. of tons originating (in millions).	Rs. (in crores).	No. of tons originating (in millions).	Rs. (in crores).	
Increases.					
Fuel for public and foreign railways.	20·16	10·35	22·89	12·10	+1,75
Metallic ores . .	3·23	1·00	3·97	1·41	+41
Materials and stores on revenue account.	11·63	2·58	13·32	2·91	+33
Wheat . . .	1·81	2·46	1·86	2·67	+21
Provisions . . .	1·08	2·71	1·15	2·87	+16
Marble and stone .	2·31	0·87	2·70	0·99	+12
Wood, unwrought .	1·12	0·79	1·29	0·89	+10
Gram and pulse and other grains.	2·61	3·38	2·57	3·47	+9
Military traffic . .	0·35	0·32	0·40	0·40	+8
Fodder . . .	0·86	0·58	0·93	0·64	+6
Tobacco . . .	0·29	0·80	0·31	0·84	+4
Live stock . . .	0·16	0·50	0·17	0·54	+4
Petrol . . .	0·28	1·11	0·30	1·14	+3
Fruits and Vegetables, fresh.	3·97	1·32	4·05	1·34	+2
Manures . . .	0·25	0·18	0·27	0·19	+1
Other commodities .	9·34	11·23	10·07	11·43	+20
Salt	1·39	1·83	1·40	1·83	..
Decreases.					
Cotton, raw and manufactured.	2·11	7·07	1·71	5·48	—1,59
Oilseeds . . .	2·62	3·28	2·39	3·03	—25
Sugar, refined and unrefined.	1·15	2·27	1·07	2·11	—16
Jute, raw . .	1·10	1·30	1·00	1·17	—13
Iron and Steel, wrought	1·37	2·61	1·39	2·49	—12
Rice . . .	3·28	3·38	3·17	3·30	—8
Gur, Jagree, Molasses	0·98	1·27	1·01	1·20	—7
Railway materials .	4·22	0·52	2·96	0·45	—7
Kerosene oil . .	0·77	1·60	0·77	1·59	—1

* Excluding Burma Railways.

CHAPTER III.

NEW CONSTRUCTION AND ENGINEERING WORKS.

35. Capital Expenditure.—At the end of March, 1938, the total capital at charge on all railways, including those under construction, amounted to Rs. 845·68 crores, of which Rs. 753·81 crores was capital at charge on State-owned Railways inclusive of premia paid in the purchase of Companies' lines. The remainder, Rs. 91·87 crores, represented capital raised by Indian States, Companies and District Boards.

The capital at charge of State-owned Railways is composed as follows :—

	£
Liability and debt incurred in purchase of Railways .	150,106,630
Less liability and debt cancelled by the operation of Annuities and Sinking Funds	-29,284,941
Net amount outstanding	120,821,689*
	Rs. (omitting 000)
Direct expenditure by Government	5,92,57,89
The above sterling figure converted into rupees .	1,61,08,96*
Total .	7,53,66,85
Add Provincial Railways expenditure	14,61†
Grand Total .	7,53,81,46

By far the greater portion of this amount, namely Rs. 7,19,40,69,000, is Government Capital and only 1-21st or Rs. 34,40,77,000 is owned by Companies. These figures include Rs. 33·93 crores on account of capital expenditure to the end of March, 1938, on strategic lines.

35.1. The total capital outlay on all railways during 1937-38 was Rs. 1·28 crores, of which Rs. 0·52 crores were spent on State-owned Railways. The following statement shows how this outlay of Rs. 0·52 crores was distributed between open line works, rolling-stock and new line, similar figures being given for the previous four years and for 1913-14.

Year.	Open Lines.			New lines.	Grand Total.
	Works including Stores and general charges.	Rolling-stock.	Total.		
	Rs. crores.	Rs. crores.	Rs. crores.	Rs. crores.	Rs. crores.
1913-14§	9·30	7·31	16·61	1·86	18·47
1933-34§	—0·45	—1·82	—2·27	0·22	—2·05
1934-35§	0·76	—0·69	0·07	0·18	0·25
1935-36§	2·24	0·05	2·29	0·29	2·58
1936-37 including Burma .	1·08	—0·80	0·28	..	0·28
1936-37 excluding Burma .	1·16	—0·66	0·50	..	0·50
1937-38	0·63	—0·06	0·57	—0·05	0·52

* £2,575,000 representing share capital of the Great Indian Peninsula Railway paid off during 1925-26 has been converted at the average rate of exchange for that year and the balance of £118,246,689 at the rate of 1*s.* 6*d.* to the rupee.

† Includes Rs. 13,22,000 representing old outlay on the Jorhat Railway the property in which vests in the Central Government from 1st April 1937.

§ Includes Burma.

35.2. The distribution of the capital outlay in 1937-38 over the different State-owned lines is shown in the summary below :—

(Figures in lakhs.)

Railways.	Open Lines.			New lines.	Grand Total.
	Works, etc.	Rolling-stock.	Total.		
	Rs.	Rs.	Rs.	Rs.	Rs.
Bengal Nagpur . . .	9	2	11	..	11
Bombay, Baroda and Central India	6	..	6	..	6
Eastern Bengal . . .	—11	15	4	—3	1
East Indian	15	—21	—6	..	—6
Great Indian Peninsula . .	—21	—6	—27	—4	—31
Madras and Southern Mahratta .	44	2	46	..	46
North Western . . .	45	—11	34	2	36
South Indian	13	6	19	..	19
Other Indian Railways . .	—37	7	—30	..	—30
Total .	63	—6	57	—5	52

36. Lines opened during 1937-38.—34·95 miles of railways were opened to public traffic during the year, the whole of this mileage being on the 3′ 3⅜″ gauge.

Details regarding the sections opened are given below :—

Name of line.	Gauge.	Mileage.	Owner.	Working Agency.	Date of opening.
Sasangir to Visavadar . .	3′ 3⅜″	18·62	Indian State Line	Junagad State	1st October 1937.
Anandapuram-Sagara . .	3′ 3⅜″	16·33	Indian State Line	Mysore State .	11th March 1938.

37. Lines sanctioned in 1937-38.—No new line was sanctioned for construction.

38. Lines under active construction on 31st March 1938.—At the end of the financial year 1937-38 the mileage of new lines under active construction was as follows :—

	Miles.
5′ 6″ gauge	4·31
3′ 3⅜″ gauge	118·80
Total .	123·11

The lines under active construction are given in the table below, which also show the construction agencies and the progress reached :—

Name of line.	Gauge.	Mileage actually under construction.	Working Agency.	* Progress of work (Proportion completed on 31st March 1938).
Sadulpur-Rewari . . .	3′ 3⅜″	85·83	Bikaner State Railway.	..
Prachi Road-Kodinar . . .	3′ 3⅜″	16·10	Gaekwar's Baroda State Railway.	·99
Bedeshwar-Rozi . . .	3′ 3⅜″	4·83	Jamnagar Dwarka Railway.	·40
Jankampet-Bodhan . . .	3′ 3⅜″	12·04	Nizam's State Railway.	·89
Cochin Railway extension to link with the Harbour Railway.	5′ 6″	4·31	South Indian Railway.	0·15
TOTAL .	..	123·11		

* ·30 signifies that 3/10th of the work has been done.
·50 signifies that half the work has been done.
1·00 signifies completion of the work.

39. Surveys.—The following are some of the more important surveys which were either sanctioned or undertaken during the year :—

39.1. Sind Right Bank Feeders Railway.—A final location survey for a line of railway on the 5′ 6″ gauge from Larkana to Jacobabad *viâ* Shahdadkote, Garhi Khairo, Ushda and Mouladad, a distance of about 85 miles, was sanctioned in August 1937, and the work completed during the year. The project, which is now known as the Sind Right Bank Feeders Railway, is considered necessary for the provision of adequate transport facilities for the increased volume of agricultural produce obtainable from the area situated on the right bank of the Indus and irrigated by the Lloyd Barrage.

39.2. Khadro-Nawabshah Railway.—A final location survey for a railway on the 3′ 3⅜″ gauge, from Khadro, on the Mirpur Khas-Khadro Railway to Nawabshah, a station on the North Western Railway main line, a distance of about 30 miles, which was sanctioned in January 1938, was similarly completed during the year. The extension will provide easy means of transport in an area at present unserved by a railway and will also form a line of through communication.

The Bengal Nagpur Railway carried out during the year an interesting reconnaissance in extension of a survey between Noamundi and Joda which had been completed in 1935-36. The area in question is an extensive iron ore basin, of which Joda forms the centre, and the object of the reconnaissance was to ascertain whether railway lines could be extended to the ore properties to the south near Joribar and to the south-west near Patholi. The survey has established the possibility of building lines in the two directions, but as the country traversed is very hilly and broken, the cost of construction would be exceedingly high.

A sum of about Rs. 50,000 was also spent on a final location survey and the preparation of estimates for a bridge over the Brahmaputra river, between Amingaon and Pandu stations, Eastern Bengal Railway, to provide alternatively for a rail-cum-road bridge and a rail bridge proper.

In Indian States His Exalted Highness the Nizam's State Railway surveyed two lines, one from Nander to Adilabad and the other from Aurangabad to Purli, while the Great Indian Peninsula Railway prepared, on behalf of the Akalkot Durbar, revised engineering and traffic estimates for a line 6½ miles long, from Akalkot Road to Akalkot Town.

40. Important lines under construction.—

40.1. Prachi Road-Kodinar Railway (16·10 miles).—This line was described in the report for 1934-35 and again referred to last year as one on which it

has been difficult to maintain progress on account of the toll taken by malaria on the construction staff. Although only one-fourth of the construction work remained to be done, the line was not completed for opening before the commencement of the new financial year, and was actually opened on 6th April 1938.

40.2. Jankampet-Bodhan Railway (12·04 miles).—This line had been commenced primarily as a siding to serve a sugar factory, but was subsequently constructed to a standard suitable for passenger traffic. The construction of the second section, *i.e.*, from the sugar factory site to Bodhan town as also the staff quarters, station buildings and other works left unfinished from the previous year, were therefore completed expeditiously, but the date of actual opening to passenger traffic has not yet been decided.

40.3. Sadulpur-Rewari Railway (85·83 miles).—The construction of this railway by the Bikaner Government was approved in February 1937. A start on the earthwork was made in the last week of September 1937 and by the end of the year under review nine-tenths of the earthwork on the first portion, 31 miles, from Sadulpur to Loharu had been completed. The supply of rails was also complete but the delivery of sleepers had not begun.

41. Important lines opened during 1937-38.—

41.1. Sasangir-Visavadar Railway.—In spite of the difficulties experienced in construction over the 18½ mile length from Sasangir to Visavadar, good progress was maintained on the work and in accordance with anticipations, this section was completed and opened for traffic on the 1st October 1937.

41.2. Anandapuram-Sagara Railway (16·33 miles).—The Mysore Government completed the construction of this line and opened it for traffic on the 11th March 1938. It serves to develop a tract of country rich in forest produce and minerals, and is expected to bring a certain number of visitors to the famous Gersoppa Falls which are only 18 miles off Sagara station.

42. Important New Works.—

42.1. King George VI Bridge.—The great event of the year for the Assam Bengal Railway and for the Railway Department generally was the opening to traffic on the 12th June 1937, of the new bridge between Ashuganj and Bhairab Bazar, which, by the gracious consent of His Majesty' has been named King George VI Bridge. It was opened by the Hon'ble Sir Guthrie Russell, K.C.I.E., Chief Commissioner of Railways, in the presence of the Hon'ble Mr. Fazlul Huq, Premier of Bengal, and several distinguished railway officials and guests.

The bridge affords an alternative route between the southern parts of the Assam Bengal Railway system and Calcutta, as also between the Chittagong and Badarpur districts and the Dacca-Narayanganj area, but it has not been in existence long enough to allow of its effects on passenger traffic to be fully gauged.

42.2. Shoranur-Cochin Railway Harbour Extension.—Mention was made in last year's report of a survey proposed by the South Indian Railway on behalf of the Cochin Government in connection with a realignment of the line at Idapalli. The final location survey was completed in August 1937, all lands were acquired and actual construction work on the link from Idapalli to the Cochin Harbour Railway was commenced during the year.

43. Open Line Improvements.—

43.1. Corai Bridge.—The re-girdering of this bridge was continued during the year and the four spans that remained unfinished from the previous year, were completed except for the cylinder bracings. These will be completed in the next working season. Owing to certain unforeseen difficulties, however, the cost of the work has increased from Rs. 12·70 lakhs reported last year, to Rs. 14·75 lakhs.

43.2. Hardwar Station.—In last year's report it was mentioned that in addition to the works then being undertaken at Hardwar for the immediate provision of better accommodation for the pilgrims flocking to this important centre, there was a scheme in view for the permanent improvement of the

station. An estimate amounting to Rs. 2·33 lakhs was accordingly sanctioned in December 1937, and the work put in hand. Among the various conveniences to be provided for passengers may be mentioned :—

(*a*) an entirely new station building with waiting room accommodation for upper and intermediate class passengers, as also retiring rooms for use at other than big *mela* times;

(*b*) an additional overbridge, and wider and sheltered platforms;

(*c*) improved facilities in the 3rd class passenger hall, with up-to-date vending stall under sanitary conditions;

(*d*) refreshment room for Hindus;

(*e*) general improvements in the approach to the station, in the passenger enclosures and in the sanitary arrangements in the enclosures as well as in the circulating area;

(*f*) an additional platform for dealing with excursion and pilgrim specials, with facilities for the pilgrims, etc., to get on to a separate platform and spread out, cook their food, etc.

43.3. Permanent way renewals and major traffic facilities.—Renewals of permanent way rendered necessary either by age or by the demands of the heavier traffic worked over certain sections, were carried out on all railways to the extent of the funds and material available. The following are some of the large items of renewals :—

(a) *Bombay, Baroda and Central India Railway.*—The work of relaying about 23½ miles of the Rewari-Delhi metre gauge section with second hand 75-lb. rails and 17 miles of the Bandikui-Achnera section with 60-lb. rails on steel sleepers was completed. A further length of 33 miles of the latter section though programmed for, could not be taken in hand owing to delay in the supply of the necessary steel sleepers.

(b) *Eastern Bengal Railway.*—An aggregate of about 110 miles of relaying both on the broad and the metre gauge sections was completed at a cost of about Rs. 16 lakhs, while work on a further 30 miles was in progress at the end of the year.

(c) *East Indian Railway.*—The relaying of 47 miles on the Grand Chord and main line sections with 115-lb. rails was completed, while the renewal of a further 63 miles with the same weight rails was in progress.

(d) *Madras and Southern Mahratta Railway.*—On this railway 67·2 miles of the north-east line, broad gauge, were relaid with 90-lb. material at a cost of Rs. 24·26 lakhs, while a further 31 miles of the metre gauge length between Guntakal and the Mysore Frontier were relaid with second hand 75-lb. rails at a cost of Rs. 5½ lakhs.

44. Important works sanctioned.—The following are some of the works which were sanctioned by the Railway Board during the year :—

44.1. Re-sleepering 9½ miles of the wooden sleeper road between Abada and Madpur, Bengal Nagpur Railway, with second hand cast iron plate sleepers, and the replacement of some 92,000 cast iron sleepers by new wooden sleepers on the Parbatipur-Siliguri section of the Eastern Bengal Railway. In the latter case the cast iron sleepers had been put in experimentally a few years ago, but owing to a fault in design they did not come up to expectations, but were in fact a source of danger in the track. Their removal was, therefore, a matter of urgency.

On the Bengal and North-Western Railway sanction was accorded during the year to estimates aggregating Rs. 7·68 lakhs for relaying the 50-lb. rails on the main lines with 60-lb. steel rails, in accordance with the accepted policy to lay the main line with the heavier section of rails. The released 50-lb. rails will be utilised in replacing 41¼-lb. sections in loops and sidings and in relaying certain branches.

44.2. Replacing signals and providing isolation on the Khargpur-Khurda section —Bengal Nagpur Railway.—The signalling on this busy section was provided

some 30 years ago and though renovated from time to time, had reached a condition which was fast becoming unsafe. In order to minimise delays through the stations and maintain the requisite standard of safety in working, it was therefore necessary to re-interlock the 26 stations affected and also to provide for the isolation of the running lines in those stations. An estimate amounting to Rs. 7·14 lakhs was accordingly sanctioned for this work early in the year.

44.3. Locomotive Shed at Sahebgunj, East Indian Railway.—The intensive use of locomotives, followed as a policy, has enabled the concentration of repairs at one important running shed, minor sheds being either closed or reduced in importance. On the East Indian Railway, it was, therefore, decided to remodel the locomotive running shed at Sahebgunj, eliminate the one at Rampur Haut and reduce the importance of the shed at Azimganj. The sanctioned cost of the work is Rs. 1·75 lakhs but it is estimated that it will enable four passenger and two goods engines to be saved and, therefore, scrapped without replacement, a total recurring saving of Rs. 22,578 per annum.

44.4. Water supply at Kanchrapara.—The provision of an adequate water supply to the large railway area at Kanchrapara was long overdue. The original supply was partly from the river Hooghly and partly from tube wells. Of the five tube wells sunk at Kanchrapara, three had failed completely, the fourth yielded only a very reduced supply and showed signs of total failure in the near future, so that only the fifth was mainly relied on. The quality of the water had also suffered owing to the sub-strata becoming clogged. In order, therefore, to obtain a reliable supply and to avoid the recurring expenditure entailed in sinking further tube wells, a scheme to obtain the whole supply from the river Hooghly was designed to be carried out in phases. The work was put in hand in January 1938 and is estimated to cost Rs. 2·61 lakhs.

44.5. New Locomotive Shed at Bitragunta—Madras and Southern Mahratta Railway.—The engine shed at Bitragunta being very old and out of date, for many years past proposals to modernise it had been under consideration. For various reasons, however, a decision had been postponed, the chief amongst them being the uncertainty as to whether the pooling of locomotives was likely to be adopted or not. In 1935, however, it was felt that it was impossible to defer the modernising of this shed any longer if it was to remain in use. The relative merits of two alternative schemes, *viz.*:—

(*a*) to abandon the running sheds at Bitragunta and Rajamundry and concentrate all locomotives on the north-east line at Bezwada,

(*b*) to modernise the existing sheds at Bitragunta and Rajamundry,

were accordingly examined and the conclusion reached was that the latter scheme was less expensive and had several advantages over the former. Among the disadvantages of Scheme (*a*) were :—

(i) the liability of the East Coast line to be breached both north and south of Bezwada entails serious risks to the maintenance of railway services on the north-east line if all locomotives are concentrated at Bezwada,

(ii) locomotives for shunting with a shed and some establishment would continue to be necessary at both Bitragunta and Rajamundry, and

(iii) in the event of engine breakdowns delays in the supply of a relief engine might be seriously increased.

It was, therefore, decided to adopt scheme (*b*) and to modernize the shed at Bitragunta in the first instance at an estimated cost of Rs. 9 lakhs. The work is in progress. The new shed has been arranged on the Round House principle. This means that every engine is ready and available on a pit for repairs under cover as soon as it comes in. It can be dealt with expeditiously. Drop pits will be provided capable of dealing with three locomotives at a time. This is an item of great value in dealing with hot axles and axle boxes generally. A properly equipped and up to date workshop will also be

provided fitted with an electric lifting apparatus for engines and with an overhead crane. The advantages of this are that engines can be quickly attended to and lifted completely when required, another item of considerable value.

44.6. Raising, doubling and bridging the main line between Sonepur and Chupra—Bengal and North-Western Railway.—For some time past the conditions on this single line had been unsatisfactory for the traffic offering and the limit had been reached in the introduction of expedients to postpone the necessity for doubling the line. With as many as 23 trains daily in each direction during busy seasons, the congestion had become acute and had extended to the marshalling yards with consequent delay to traffic and loss in wagon hours. At the same time there was the necessity of protecting the section against breaches during floods, as it runs parallel to the river Ganges and during high floods, a great volume of water is held up by its embankments. Apart from the fact that this tempts the neighbouring villagers to cut the banks in spite of police patrols, the breaches caused by the floods have in the past completely severed communications with resultant heavy losses in earnings to the Railway. To meet these conditions, a scheme was prepared providing for the doubling of the line between Sonepore and Chupra, the construction of additional bridging totalling 1,460 feet of waterway, the raising of formation level to afford headway for the bridging and the remodelling of certain yards to conform to double line working with necessary alterations and additions to signalling and interlocking. The total cost amounted to Rs. 22½ lakhs, but as it was considered to be justified for the safe and efficient working of the railway it was sanctioned and the work taken in hand.

44.7. Katareah Croyne No. 1—Bengal and North-Western Railway.—The river Kosi has for some years been progressing steadily westwards and instead of passing directly through the bridge between Katareah and Kursela, has for a length of 2½ miles upstream of the bridge, been running almost parallel to the railway line. The point where this change of direction takes place is only 4,000 feet from the railway and as an attack from the river may develop at this point, it was decided to provide a substantial protective groyne there 1,500 ft. in length in order to prevent the breaching of the line and the possible outflanking of the bridge which consists of 15 spans of 200 ft. girders. The work was put in hand urgently at a cost of Rs. 4·67 lakhs.

44.8. Additional waterways on the Grand Chord—East Indian Railway.—Following heavy rains in September 1936 which necessitated the closing of this important line for nearly 12 days, it was realised that additional waterways were necessary to safeguard it against being breached, and also the raising of formation level to prevent flood water running into the yard at Palmerganj. The work was taken in hand at a cost of Rs. 3·02 lakhs.

45. Bridge Strengthening Programme.—The following are some of the more interesting works under this head which have been sanctioned or put in hand during the year under review:—

45.1. Assam Bengal Railway.—The use of YD engines on the Assam Bengal Railway was found to cause excessive oscillation on bridges at high speeds, and a restriction of 30 miles per hour had, therefore, been imposed on these engines in the interests of safety. As this did not permit of full use being made of them, it was decided, after investigations, to provide additional stiffeners and sway bracings on all spans of 20 ft., 40 ft. and 60 ft. on the main line, at a cost of Rs. 1·66 lakhs, to allow of these engines being run at 40 miles per hour.

45.2. Bengal Nagpur Railway.—The girders of the bridges on the East Coast section of this railway had suffered from heavy corrosion due to their proximity to the sea, while a large number of rivets were found to be loose and in a deteriorated condition, due partly also to an increase in axle loads on the section. As the condition was one which demanded action in the interests of the public safety, an estimate for Rs. 5·90 lakhs was sanctioned and the work put in hand. The estimate provides for re-riveting and

strengthening the floor system of 77-100 feet and 59-150 feet girder spans, the work to be completed in three years.

45.3. Bombay, Baroda and Central India Railway—Chambal, Chambala and Gambhir bridges on the Mhow Division.—The girders of these bridges were found to be excessively corroded and would normally have needed complete renewal. On investigation, however, it was found possible to strengthen the girders by electric welding so as to extend their useful life by about 20 years or more, and thus postpone the heavy expenditure entailed in their complete renewal. The cost of the reconditioning of these bridges is Rs. 1·15 lakhs and compares very favourably with Rs. 15·54 lakhs which would have been needed for their replacement by new girders. The work is in hand and will be completed during the coming year.

45.4. Jumna Bridge at Agra.—In this case too a detailed examination had disclosed considerable corrosion of the cross girders and floor system and repairs were, therefore, put in hand at once in the interests of safety. Steps were also taken to replace all defective steel in the girders and to strengthen the floor system so as to eliminate the 5 miles per hour restrictions which had been imposed over the bridge. The strengthening work will cost Rs. 2·60 lakhs as against Rs. 13 lakhs required for the complete renewal of the girders. In other words, the cost of the strengthening is paid for less the saving in the annual interest charges from the postponement of complete renewals by about 6 years, whereas it is anticipated that the strengthened girders will have a useful life of not less than 20 years.

45.5. Palar Bridge, on the South Indian Railway.—Sanction was accorded to an estimate for Rs. 7·02 lakhs for renewing the 13 spans of 150 ft. girders of the Palar Bridge on the Katpadi branch. The designs for the new girders provide for the use of high tensile steel.

46. Hardinge Bridge—Eastern Bengal Railway.—The work put in hand last year on extending the Upstream, Raita and Damukdia protection banks and on reinforcing the Raita Guide Bank was completed during the months of May and June of the year under review. In June the arrangements for patrolling during the flood season were completed, but during that month the rise of the river was less than normal. During the month of August it was reported that the river was gulletting opposite the upstream end of the Raita protection bank where a record depth of 220 ft. was found, the assumed maximum depth at the time of the construction being 100 ft. It also appeared that the Damukdia channel was slowly re-opening.

The peak flood level in the 1937 flood season was nearly 2 ft. lower than for the two previous years. During the year work was started on the extension of the Left Guide Bund in accordance with the recommendations of the Hardinge Bridge Committee. By January 1938, 25 per cent. of the earthwork involved in extending the Left Guide Bund had been completed. There were indications that the river was swinging over towards the left bank and silting between the Right Guide Bank and the Damukdia Bank. There was an attack on the Raita Guide Bank, and proposals for repairing this were put in hand.

47. Closing of unremunerative branch lines.—The possibility of closing down unremunerative branch lines had been engaging the Railway Board's attention for some time but on receipt of the Report of the Indian Railway Enquiry Committee in June 1937, the matter was considered afresh in the light of the observations made therein, and instructions were issued to Railways to re-examine the question of closing branches and/or sections of their systems, the earnings of which were less than the working expenses. General Managers were, however, advised that the decision to close or continue the operation of a branch, which is a losing concern, would rest with the Railway Board and they were asked, therefore, to submit their recommendations for the Board's consideration.

The financial position of several branches was under examination at the close of the year, but no final decision regarding closure had been arrived at.

It may be added that Railways have also since been asked to consult Local Advisory Committees before submitting their proposals.

CHAPTER IV.

TRANSPORTATION.

A.—*Operating.*

48. Volume of traffic handled.—The best index to the volume of business handled by railways is " passenger miles " for passenger traffic and " net ton miles " for goods traffic. These terms mean the total number respectively of passengers and tons carried, multiplied by the number of miles over which they are moved. The following table shows that there has been a considerable increase in the volume of traffic carried by Class I Railways as compared with the previous two years. The figures given of net ton miles do not include the tonnage hauled by purely departmental trains, but this was only about 2 per cent. of the total.

(Figures in thousands.)

Particulars.	Class I Railways.			
	1935-36.	1936-37.	1937-38.	Percentage of increase (+) or decrease (—) compared with 1936-37.
Passenger miles	16,871,303	16,950,704	**17,933,580**	+5·80
Net ton miles	19,160,935	20,088,875	**22,004,044**	+9·53

NOTE.—In the table above and in subsequent tables the Burma Railways have been excluded from the figures for 1935-36 and 1936-37, so that the results for the three years may be comparable.

49. Train miles.—The following table shows the number of train miles run to carry the traffic. Passenger train miles show an increase of 4·26, 8·70 and 2·51 per cent. on the broad, metre and narrow gauges respectively. The goods train miles show an increase of 8·05 per cent. on the broad gauge, 3·01 per cent. on the metre gauge and 5·79 per cent. on the narrow gauge. Full details of the train and engine miles for each Class I Railway are given in Statements 17 and 32 of Volume II and those for each Classes II and III Railways in Statement 37 :—

(Figures in thousands.)

Particulars.	Class I Railways.											
	Broad Gauge.				Metre Gauge.				Narrow Gauge.			
	1935-36.	1936-37.	1937-38.	Percentage of variations with 1936-37.	1935-36.	1936-37.	1937-38.	Percentage of variations with 1936-37.	1935-36.	1936-37.	1937-38.	Percentage of variations with 1936-37.
Passengers (including proportion of mixed) train miles.*	68,873	68,919	71,858	+4·26	28,588	30,327	32,964	+8·70	2,267	2,430	2,491	+2·51
Goods (including proportion of mixed) train miles.†	41,492	43,757	47,280	+8·05	16,530	17,400	17,924	+3·01	1,627	1,676	1,773	+5·79

* Includes mileage of electric locomotives and electric multiple units.
† Includes mileage of electric locomotive trains.

49.1. Considerable other engine mileage was necessary, but of an unproductive nature, *viz.*, shunting, light and assisting engine mileage. This mileage was equivalent to about 19 per cent. of the total engine miles (including departmental). The departmental train and engine mileage—which is also not directly productive—amounted to 9·1 million miles or about 4 per cent. of the total. As shunting miles form the greater proportion of unproductive mileage, the following table has been prepared to show the ratio per 100 train miles on the passenger and goods services of Class I Railways:—

Particulars.	Broad gauge.				Metre gauge.			
	1935-36.	1936-37.	1937-38.	Percentage of variations with 1936-37.	1935-36.	1936-37.	1937-38.	Percentage of variations with 1936-37.
Shunting miles per 100 train miles (Passenger and proportion of mixed).	4·94	5·15	5·06	—1·75	4·47	4·43	4·36	—1·58
Shunting miles per 100 train miles (Goods and proportion of mixed).	35·1	34·2	33·3	—2·63	33·3	33·4	33·9	+1·50

49.2. Engine performance.—The work done by engines is indicated by the figure " engine miles per engine per day ". This may be calculated either on the number of engines on the line or on the number of engines actually in use—on both counts there was improvement; on the former basis the daily mileage increased from 71 to 77 on the broad gauge and from 71 to 75 on the metre gauge, and on the latter basis the increase was from 111 to 114 on the broad gauge and from 103 to 106 on the metre gauge. On the broad gauge, there was a slight increase in the percentage of engines under or awaiting repairs in mechanical and transportation workshops, whereas on the metre gauge the percentage decreased from 13·3 to 12·6.

50. Passenger trains.—General.—Information in regard to the steps taken by railways generally to improve their passenger train services has been given in some detail in paragraph 103 of Chapter VIII—(Amenities). It will be seen therefrom that the number of through trains was increased, speeds were raised wherever possible and more fast light trains or small power units (see also paragraph 50.3 below) were introduced on branches or short sections to suit local conditions.

50.1. Speeds.—Some of the more outstanding examples of improvement are given below:—

Assam Bengal Railway.—The overall time taken by the Assam Mails between Pandu and Tinsukia was reduced by approximately seven hours in each direction.

The *average* booked speed of *all* passenger and mixed trains increased from 14·5 miles per hour to 15·9 miles per hour.

Bombay, Baroda and Central India Railway.—In April, a week-end special fast service between Bombay and Surat was introduced called the **" Flying Ranee "**. It was found to be so popular that from May it was run daily. From October the week-end train was run in two portions—one operating between Bombay and Surat and the other between Bombay and Bulsar. This provided a faster service between Bombay, Bilimora, Navsari and Surat.

Eastern Bengal Railway.—The Up and Down Darjeeling Mails were accelerated by 20 and 15 minutes respectively, the Assam Mails by 20 minutes each way, the North Bengal Expresses by 30 minutes each way and the Barisal Expresses by 44 and 15 minutes in the Up and Down directions respectively.

Madras and Southern Mahratta Railway.—The following comparative statement of the time taken between certain selected stations in 1929 and 1938 is indicative of the results achieved in the endeavour to accelerate train services :—

	April 1929.		April 1938.		Reduction in overall time in 1938.	
	Hours.	Minutes.	Hours.	Minutes.	Hours.	Minutes.
Hubli-Poona	18	10	12	40	5	30
Poona-Belgaum	13	4	8	55	4	9
Poona-Mormugao	22	45	16	35	6	10
Bezwada-Guntakal	19	5	13	25	5	40

North Western Railway.—The speed of certain passenger trains on the following sections was raised as shown below :—

Section.	Speed per hour raised. From Miles.	To Miles.
Ferozepur Cantonment-MacLeod Ganj Road	26	35
Ludhiana-Lohian Khas	25	30
Jakhal-Ludhiana	26	35
Lodhran-Mailsi and Pakpattan	25	35
Kasur-Amritsar	22	30
Bhatinda-Bahawalnagar and Samasata	30	35
Kotri-Dadu and Ruk	28	35
Daud Khel-Mari Indus	18	30

50.2. Punctuality.—The following table shows the percentage of passenger trains not losing time to the total number of trains run on Class I Railways during 1937-38 as compared with 1936-37 :—

—	All trains (including electric multiple unit trains).	Mail and important through trains.	Mixed trains.	Suburban trains.	Other passenger trains.
Broad gauge.					
1936-37	84·7	81·4	81·8	83·5 94·9*	81·6
1937-38	83·5	77·2	82·2	82·1 94·7*	79·4
Metre gauge.					
1936-37‡	87·7	85·0	87·8	97·8 92·2†	86·8
1937-38	85·5	81·4	88·7	97·0 90·0†	82·2

* Bombay, Baroda and Central India and Great Indian Peninsula Railway's electric multiple unit trains.
† South Indian Railway's electric multiple unit trains.
‡ Excludes Burma Railways.

There was unfortunately a falling-off in punctuality under " Mail and important through trains " and under " Other passenger trains ". To a considerable extent, this must be ascribed to the deterioration in running on the East Indian Railway consequent on the withdrawal of the heavy XB passenger engines from operation on track of 88½ lbs. or less, and their replacement by engines which have not the requisite power for the heavy trains necessitated by traffic requirements. The late running of important trains on the East Indian Railway naturally affected not only branch line trains which had to be delayed to effect connection, but also trains on contiguous railways. Other factors which seriously affected the average figures were :—

Broad gauge.

(i) the Kumbh *mela* at Hardwar (East Indian Railway) for which a record number of special trains had to be run (400 inward and 407 outward; in one day the number of outward specials was 43);

(ii) the movement of traffic in connection with the holding of the Indian National Congress at a station on the Bombay, Baroda and Central India Railway. A large number of additional trains had to be run with consequent dislocation of normal traffic movements;

Metre gauge.

(iii) the Kumbh *mela* at Brindaban (Bombay, Baroda and Central India Railway) where heavy traffic had to be dealt with;

(iv) breaches and slips, notably in South India, necessitating diversion of trains and special engineering restrictions;

(v) a considerable increase in holiday and festival traffic on certain railways.

50.3. Employment of small power units.—The advent of the road motor bus has diverted considerable short distance traffic from the railways and road motor services are constantly being extended diverting further traffic. In some cases, the advantage of road services is overwhelming, but there are many cases where conditions warrant railways competing for this traffic. To do so, however, they must be equipped with a unit which as nearly as possible enables them to provide equally fast and frequent services as their competitors. Existing equipment on Indian Railways consisting of engines and coaching stock cannot profitably be run on short fast services with a small paying load. To meet the special requirements of local traffic certain experiments have been initiated with the use of rail cars.

On State-owned Railways six broad gauge rail cars have been provided and are in service on the Madras and Southern Mahratta Railway and one narrow gauge rail car is in service on the Great Indian Peninsula Railway. Four broad gauge Diesel rail cars and four metre gauge were sanctioned for the South Indian Railway.

The Madras and Southern Mahratta rail cars were put in service in 1935 and are used:—

(*a*) on a branch line where they wholly replace the steam service; and

(*b*) on the main line where they augment the steam train services.

These rail cars provide fast and convenient services for local traffic and the experiment has met with a certain measure of success in fostering traffic and at the same time has reduced the operating costs of the previous steam train services.

The narrow gauge rail car provided for the Great Indian Peninsula Railway was introduced on the Pulgaon-Arvi Section in 1934, and the improved service together with a reduction in third class fares has regained the passenger traffic of this section. The Diesel unit has also proved its superiority over the steam service previously provided to meet local conditions.

The Madras and Southern Mahratta and Great Indian Peninsula Railways are also experimenting with a smaller and cheaper type of rail car, the power unit being the ordinary Ford V8 motor lorry engine. These cars fall under a different category to the Diesel electric units referred to above, in that the fuel employed is petrol and the life of the engines will be appreciably less than of Diesel engines. The cost of the unit, however, is very much less than the Diesel electric.

To obtain as wide an experience as practicable of the traffic value of small units in combating road competition, experiments are also being carried out with the use of small steam locomotives and light trains.

Steam shuttle services have been introduced on certain sections of the Great Indian Peninsula Railway with a view to examining their earning capacity as compared with that of the rail cars already in service.

The train service on the Dohazari branch of the Assam Bengal Railway was augmented by the introduction of fast light trains each of which consisted of a brake-van third hauled by a small type engine. These trains

were well patronized, and it became necessary to attach an additional third class carriage to each train.

Light fast passenger units operated by small steam locomotives are being used on branch lines of the Bengal and North-Western Railway.

Light train services were introduced on the Kolaghat-Midnapore and Gidni-Khargpur sections of the Bengal Nagpur Railway.

A sentinel coach has also been put on the run between Saoner and Nagpur.

Three metre gauge sentinel coaches continued in use on the Kishengarh-Ajmer-Nasirabad and Indore-Mhow sections of the Bombay, Baroda and Central India Railway. Present indications are, however, that they are heavy in maintenance and repair costs.

On the Mirpur Khas-Chhor and Mirpur Khas-Jhudo sections of the Jodhpur Railway " Omnibus " trains are being introduced. These will carry conductors to issue tickets on the trains and will stop at villages between stations.

Light type of engines with two or three bogie carriages are generally being used on sections of the South Indian Railway where competitive road traffic exists.

51. Goods trains.—Appreciating the necessity for reducing as far as possible the time occupied by goods consignments, whether in full wagon loads or in small consignments, from the time they are tendered for despatch to the time they are delivered, railways not only took steps to improve arrangements for reception, despatch and delivery but also carried out an examination of the goods train services so as to improve running speeds and to eliminate or reduce detentions *en route*.

51.1. Speeds.—The average speed of all goods trains from start to finish of their runs, inclusive of stops *en route*, remained practically the same as last year: the figures being 11·2 miles per hour and 11·1 miles per hour on the broad and metre gauges respectively. Details are given for each railway in Statement No. 20 of Volume II.

Though the *average* speed of all trains remained the same, there was in fact considerable improvement in the speed of certain long-distance services and there was also an increase in the number of such services operated: illustrations of this are given under the heading "Acceleration of services" (paragraph 51.3).

51.2. Loads.—The average net or freight load of broad gauge (steam) goods trains on Class I Railways increased from 389 tons in 1936-37 to 399 tons in 1937-38; on the other hand, the figure for metre gauge lines decreased slightly from 170 tons to 169. Statement No. 23 of Volume II gives the figures for each railway.

The main index figure of goods train working, *i.e.*, " Net ton miles per engine hour " showed an improvement on the broad gauge; being 2,001 as compared with 1,955 in 1936-37: on the metre gauge, on the other hand, it decreased from 869 in 1936-37 to 859.

In a few instances railways reduced train loads so as to increase speeds, but on the whole they found that this step would give little gain in comparison with the disadvantages which would result from the necessity of running more trains.

51.3. Acceleration of services.—The following details referring to certain railways are illustrative of the action taken to speed up long distance goods services. The instances given are by no means exhaustive as other railways have introduced express goods trains and are considering the possibility of extending them.

Assam Bengal Railway.—The average transit time taken by wagons from date of booking at Chittagong Port at one end of the railway to Tinsukia at the other end was four days, representing a daily average of

144 miles. This included transit over the hill section where speeds of trains are slow.

The speed of through goods trains handling petrol and oil tank wagons between Tinsukia and Pandu was accelerated and trains were scheduled to complete the journey of 324¼ miles in 18¼ hours.

Bengal Nagpur Railway.—The total acceleration of transit time of goods services on the broad gauge amounted to 250 hours. A detailed check was maintained on the performance of individual trains. Faster time tables were introduced for trains carrying important traffic.

Eastern Bengal Railway.—Express goods trains at a speed of 30 miles per hour were introduced during the busy jute season on the Goalundo-Ghewar Bazar-Chitpur and Serajganj Ghat-Chitpur sections.

East Indian Railway.—The transit of traffic between Asansol, Raniganj and Howrah was studied and by making special reception arrangements at goods sheds and by the introduction of a duplicate express train, delivery at Howrah was effected the morning after booking, thereby reducing the overall time by 24 hours.

The Howrah-Delhi Express goods services were continued.

Great Indian Peninsula Railway.—2,544 through goods trains were run as compared with 1,766 in the previous year.

The Bombay-Poona goods trains averaged 19 miles per hour and cotton trains averaged 13 miles per hour for a 514 mile journey. Similarly the Itarsi-Bombay daily train averaged 13 miles per hour for a 463 mile run.

South Indian Railway.—An express goods service was introduced between Madras (Egmore) and Tuticorin (metre gauge) covering the whole distance in 33 hours and 36 hours respectively in each direction. This increase in speed was achieved by reducing the load by approximately 30 per cent.

52. Marshalling Yards and their working.—In the main, little change was made in the equipment of marshalling yards. Railways, however, paid special attention to the working of such yards with a view to reduce detentions to through wagons and to ensure that trains were made up to give the longest unbroken run. Wagon registers received special study and card indexing of certain types of important traffic was introduced. An officer on special duty with the Railway Board carried out an examination of the conditions on a section of one of the Class I Railways, and his report, which dealt largely with the arrangements in marshalling yards, was circulated to other railway administrations with the object of assisting them in making similar detailed investigation through selected operating officers.

The following account of an experiment carried out at Tondiarpet marshalling yard on the Madras and Southern Mahratta Railway is of interest. It was found that the " skids " placed on the rails to control wagons passing over the " hump " (as auxiliaries to hand brakes) caused considerable " stress " to the wagons and a system of run-ways was devised which automatically turned the skids off the rails before the wagon came to a stop. In order to work this system successfully, it was found necessary to mark out certain definite spots at which the skidman should put the skids on the rails and to give him information as to the nature of the loads with which he had to deal and the road on which they were to go. A megaphone was used to supply this information from the top of the hump, but was found to be inadequate. The only satisfactory method of conveying the information was found to be by means of electric loud speakers, which are to be tried experimentally. It is estimated that only a slight reduction in the amount of damages to wagons passing over the hump will be needed in order to pay for the cost of the loud speakers and the run-ways.

53. Quicker transit of " Smalls ".—Consignments tendered for despatch by rail in less than wagon loads are referred to as " Smalls ". They have to be loaded with other similar consignments, often for various destinations, and in consequence special care is necessary to ensure that

they are subject to no avoidable detention at transhipment points, and that they are given the longest through run possible. The following are brief particulars of steps taken by some of the railways with this object in view :—

Assam Bengal Railway.—The Road Van rules were modified as an experimental measure, the minimum load of wagons being reduced in certain circumstances to ensure quicker transit and fewer transhipments *en route.*

Bengal and North-Western Railway.—The system of section road vans for despatch of small consignments to the next packing station makes ample provision for prompt despatch and speedy transport; any unreasonable delay is specially looked into and taken up.

Bombay, Baroda and Central India Railway.—As a result of special investigations, it was decided to reorganise thoroughly the system for the despatch of " smalls " consignments. Briefly the main feature of the new system is the elimination of all transhipment from wagon to wagon of the same gauge; the sorting and re-packing which was previously done on transhipment platforms being carried out on the run of van goods trains by travelling clerks and hamals.

The results have shown a considerable improvement in the time taken in transit. For example, on the broad gauge, Bombay consignments are being given next day delivery up to Surat, second day delivery from Surat to Anand and third day delivery from Anand to Ahmedabad. On the metre gauge, consignments are reaching Beawar from Ahmedabad in two days instead of six, and Bhiwani from Ahmedabad in four days instead of seven, and consignments from Kalol are reaching Cawnpore in six days instead of eleven. With further experience of the new system other improvements are expected, and considerable economy in wagon usage is being obtained. Merchants everywhere have expressed their appreciation of this speeding up in transit time.

Eastern Bengal Railway.—The policy of arranging quick transit programmes for the transport of seasonal, perishable and urgent traffic initiated in previous years was continued. Several new programmes were brought out for traffic in potatoes, chillies, garlic, onions, grains, pulses, seeds, jagree, tobacco, jute, limestone, piecegoods, etc., moving from producing to consuming centres.

East Indian Railway.—A senior scale transportation officer was placed on special duty with the Organisation Branch to investigate this subject and to re-organise the van goods services. The scheme proposed contemplates a standard of 240 miles a day for " smalls " consignments, but will necessitate the running of separate " work " and " van goods " trains with a consequent increase in train mileage. The time taken in transit of " smalls " between stations on this railway has been appreciably reduced and may be expected to improve still further as the staff become more conversant with the revised system.

Advantage has been taken of this re-organisation to review the transit of " smalls " in exchange with foreign railways and revised programmes for the despatch of through sealed vans have been prepared.

Great Indian Peninsula Railway.—" Smalls " between Wadi Bandar and Raichur have been considerably speeded up and arrangements made for the exchange of through road vans with the Madras and Southern Mahratta Railway at Raichur junction which is the point of interchange: as a result the tranship shed at that station was closed. Investigation was being made with a view to further speeding up " smalls " conveyed in section road vans by tranship trains on the north-east section by which it was estimated that a saving of approximately two days for " smalls " conveyed between Wadi Bundar and Delhi could be effected.

The utilisation of tranship train clerks for the tranship trains running on the main line of the north-east and south-east sections was also under consideration as by this arrangement a considerable saving and more efficient working were anticipated.

Madras and Southern Mahratta Railway.—In August 1937, a " Central Transit Section " was attached to the Chief Operating Superintendent's

office, the functions of which were to prevent delays to goods in transit, the investigation of the causes of delay where such existed and to suggest ways and means for eliminating them. One of the steps taken by this newly formed section was to issue propaganda to the staff so as to enlist their support in obtaining expeditious movement. In order to arouse the interest of transhipment shed and yard staff, two prizes of Rs. 75 each were offered for the best essay written on the subject of avoidance of delay to goods at transhipment stations and in marshalling yards. The section devoted itself to the question of delays subsequent to booking, in marshalling yards, at transhipment and re-packing stations *en route*, due to bad connections at junctions, the slow overall running time of goods trains, etc., but particular attention was paid to the question of delays at transhipment and re-packing stations. As a result of investigations undertaken, with the concurrence of the Great Indian Peninsula Railway, it was found possible to close the transhipment shed at Raichur; the goods passing between the two railways being conveyed in through wagons or through transhipment vans, thus avoiding the previous detention of from 24 to 36 hours for re-packing. This involved an examination and re-organisation of daily road van services on the north-west line, besides necessitating certain alterations in loading at Jalarpet, Arkonam and Guntakal transhipment sheds and at Madras local stations.

Samalkot was also closed as a re-packing station for goods from and to the Cocanada branch and it was hoped shortly to eliminate Gadag, Dharmavaram and Rayapuram as re-packing stations. During the year, 182 pairs of representative stations on both broad and metre gauges were selected and to these were allotted schedule transit times. Each month these stations submitted to the Transit Section statements showing the actual average time taken between the selected points; the results were card-indexed and scrutinised and where the actual transit time was found to be in excess of the schedule, investigations were made by the special staff to ascertain the reasons and to effect improvements.

North Western Railway.—On main line sections fast van goods trains were introduced. In this connection, notices are now displayed conspicuously in goods sheds at important stations stating when consignments will *ordinarily* be available for delivery at their destination. The introduction of sectional vans for handling " smalls " has eliminated delays in transhipment sheds. The re-packing work which was previously being done at these transhipment stations is now being carried out *en route* by staff travelling with the van trains.

Rohilkund and Kumaon Railway.—Road vans are run on regular fast trains to expedite transit, and special watch is exercised at transhipment stations to avoid delays.

54. Vehicle usage.—The extent to which the available wagon stock is utilised may be expressed either in the average number of miles run per wagon per day, both loaded and empty wagons being taken into account, or in the average number of net ton miles carried by a wagon per day. Both these statistical figures, however, indicate the work done by the total number of wagons on railways including those standing empty and stabled during the period when they are in excess of traffic requirements, and not only by the wagons actually in use. The following table shows these results as compared with the previous year :—

Particulars.	Class I Railways.			
	Broad gauge.		Metre gauge.	
	1936-37.	1937-38.	1936-37.	1937-38.
Wagon miles per wagon day	37·0	41·1	28·8	28·9
Net ton miles per wagon day	324	367	145	149

54.1. Stock out of commission.—Goods wagons.—The average number of unserviceable broad gauge wagons in mechanical and transportation workshops and sick lines daily was 5·81 per cent. of the total goods stock on line as compared with 9·53 per cent. in 1936-37—a considerable improvement; the corresponding figure for the metre gauge was 2·81 per cent. as against 3·34 per cent. in 1936-37. This means that an average of 3·72 and 0·52 per cent. more wagons were available for use daily on the broad and metre gauges respectively, which is approximately equivalent to 5,247 broad gauge and 294 metre gauge wagons.

As stated, however, these are average figures and do not really give a proper picture of conditions during the time that it was most essential to have as many wagons as possible available for loading, *i.e.*, the busy season from December to March. The position can perhaps best be illustrated by figures for the East Indian Railway, which carries far heavier traffic than any other line,—during 1937-38 that railway supplied 1,330,664 wagons as compared with 965,160 on the Bengal Nagpur Railway (broad gauge) which was the next highest.

The following table shows for the East Indian Railway during the four busiest months the average number of wagons temporarily out of service as compared with the total stock on line:—

Month.	Average temporarily out of service daily.	Total traffic stock.	Per centage.
December 1937	1,962	49,455	3·9
January 1938	1,652	50,011	3·3
February 1938	1,468	51,560	2·8
March 1938	1,686	50,207	3·3

54.2. Passenger vehicles.—The average number of passenger vehicles under or awaiting repairs also showed a decrease from 11·55 per cent. in 1936-37 to 11·17 on the broad gauge and from 7·94 per cent. to 6·94 per cent. on the metre gauge.

Turning to individual railways, some of the principal features of the year's transportation working are as follows:—

Assam Bengal Railway.—The " net ton miles per engine hour " increased from 673 to 710. The " net ton miles per goods locomotive day on line " and " wagon miles per wagon day " advanced from 5,335 and 26·2 in 1936-37 to 6,010 and 28·0 in 1937-38 respectively. The speed of all goods trains increased from 11·8 to 12·3.

Bengal Nagpur Railway.—The " net ton miles per goods locomotive day on line " and " wagon miles per wagon day " advanced from 14,868 and 36·6 in 1936-37 to 17,638 and 41·3 in 1937-38. The " net ton miles per engine hour " increased from 1,800 to 1,960.

Bombay, Baroda and Central India Railway—(Broad gauge).—The " net ton miles per wagon day " and " wagon miles per wagon day " advanced from 318 and 31·5 in 1936-37 to 340 and 38·5 in 1937-38.

Eastern Bengal Railway—(Broad gauge).—The " shunting miles per 100 passenger train miles " fell from 7·31 in 1936-37 to 6·83 in 1937-38.

East Indian Railway.—The " net ton miles per goods locomotive day on line " and " wagon miles per wagon day " advanced from 16,270 and 36·0 in 1936-37 to 18,137 and 40·1 in 1937-38, respectively.

The total tonnage of goods and coal carried amounted to 26,370,000 as against 24,151,000 in 1936-37. This was in fact a record being nearly two million tons more than the total carried in the previous best year 1929-30. Furthermore, the goods train miles during the year were 13,611,000 as against 13,640,000 in 1929-30. Bearing in mind that nearly 1¼ million more passenger train miles were operated in 1937-38 than in 1929-30, and that there were 100 less locomotives and less staff, the value of this performance can be appreciated.

Great Indian Peninsula Railway—(Broad gauge).—The " net ton miles per engine hour " increased from 2,191 in 1936-37 to 2,302 in 1937-38. The " net ton miles per goods locomotive day on line " and " wagon miles per wagon day " advanced from 14,834 and 47·4 to 16,575 and 51·9, respectively. The " net ton miles per wagon day " increased from 390 to 446.

Madras and Southern Mahratta Railway—(Broad gauge).—The " shunting miles per 100 goods train miles " fell from 31·2 in 1936-37 to 29·7 in 1937-38. The " net ton miles per wagon day " and " wagon miles per wagon day " advanced from 358 and 45·0 to 421 and 53·3 respectively.

His Exalted Highness the Nizam's State Railway—(Broad gauge).—The " net ton miles per engine hour " increased from 1,887 in 1936-37 to 2,000 in 1937-38. The " net ton miles per wagon day " and " wagon miles per wagon day " advanced from 399 and 43·5 to 484 and 53·8, respectively.

Rohilkund and Kumaon Railway.—The " shunting miles per 100 passenger train miles " fell from 4·56 in 1936-37 to 3·45 in 1937-38.

North Western Railway—(Broad gauge).—The shunting miles per 100 passenger and goods train miles fell from 7·37 and 29·3 in 1936-37 to 6·95 and 28·2 in 1937-38, respectively. The " net ton miles per wagon day " and " wagon miles per wagon day " advanced from 267 and 34·9 in 1936-37 to 293 and 38·5 in 1937-38, respectively.

South Indian Railway—(Metre gauge).—The " net ton miles per goods locomotive day on line " and " wagon miles per wagon day " advanced from 5,505 and 24·5 in 1936-37 to 7,513 and 27·1 in 1937-38, respectively.

55.1. Wagon Position—(Broad gauge).—The number of public service wagons (in terms of four-wheelers) in use at the end of the year was 2,690 more than at the end of 1936-37.

On the broad gauge the total number of wagons loaded was 4,732,908, being an increase of 289,196 or 6·5 per cent. over the previous year.

At the close of December 1937, demands for wagons commenced to exceed the available supply and this continued to be the position during the following three months. It was necessary, therefore, to resort to measures similar to those adopted in the previous year, namely :—

> The suspension of rules regarding periodical overhaul of wagons on all railways (except the Madras and Southern Mahratta and His Exalted Highness the Nizam's State Railways) from the 13th January to the 31st March 1938.

Hitherto, the highest average number of wagons loaded daily in any ten-day period was 14,636 for the ten days ending 20th March 1937. This was exceeded in five periods during the last three months of the year, the highest loading on record being for the 8-day period ending 28th February with a daily average of 15,522 wagons.

The difficulty in meeting demands for stock was intensified by the arrangements which had to be made in connection with the Kumbh *mela* at Hardwar, traffic to which commenced to move in March. Details of the very heavy traffic handled are mentioned elsewhere in this report.

The number of wagons temporarily out of service on all broad gauge railways from December 1937 to March 1938 varied from 6,450 to 8,000 daily, the lowest figure being 4·3 per cent. of the total wagon stock available for public traffic. In this connection, however, attention is invited to the remarks under " Vehicle Usage " (paragraph 54).

55.2. Reduction in train examining points.—This subject has already been referred to in Chapter I under the heading " Steps taken to reduce working expenses ". It will be seen therefrom that on the Assam Bengal Railway two carriage and wagon examination and repair stations were closed resulting in an annual saving of Rs. 3,000. On the East Indian Railway such work is being concentrated at certain selected stations. On the Great Indian Peninsula Railway, Kurla train examining centre was closed and there was a general regrading and consequent reduction in the carriage

and wagon examining staff on other sections. On the North Western Railway the examination of through trains was discontinued at a large number of stations. On the South Indian Railway, Olavakkot was closed for such work and wider spacing of examining stations has been proposed as a trial measure at an estimated saving of Rs. 9,888 per annum.

55.3. Neutral Examination of Interchanged Stock.—The staff working under the Director of Wagon Interchange continued to examine wagons interchanged between railways at the following junctions :—

Agra Cantonment.	Khanalampura.
Ajni-Nagpur.	New Delhi.
Chheoki.	Waltair.
Ghaziabad.	

B.—*Commercial.*

56. Alterations in rates and fares.

56.1. Passenger fares.—The bases of passenger fares generally remained unchanged except over the East Indian Railway where the third class fares for distances over 50 miles were enhanced with effect from 1st June 1937 as under :—

Previous.	Pies per mile.	*Revised.*	Pies per mile.
1 to 50 miles . .	$3\frac{1}{2}$	1 to 50 miles . .	$3\frac{1}{2}$
+51 to 300 miles . .	$2\frac{3}{4}$	+51 to 300 miles . .	3
+301 miles and over . .	$1\frac{3}{4}$	+301 miles and over . .	2

Railways, however, continued to make such alterations as they considered necessary in the interests of their revenues. Most of the alterations were in the direction of reductions in fares partly under the stress of road competition and partly with a view to securing new additional traffic to rail. The following are some of the more important changes that were made during the year :—

(i) *Bombay, Baroda and Central India Railway.*—As a special measure to combat road competition, third class traders' coupon books, for 500 miles travel, were introduced on the Cawnpore-Achnera and Bharatpur-Agra sections.

During Diwali, Christmas and Easter holidays the concession of $1\frac{1}{2}$ fares was extended to intermediate and third class traffic for distances of not less than fifty miles.

(ii) *East Indian Railway.*—(*a*) From 1st June 1937, the charge for third class tourist cars (loaded journey) was enhanced from 8 annas per mile to 9 annas.

(*b*) From 1st June 1937, through Rail-cum-road return journey tickets at $1\frac{1}{2}$ single journey fares, from 10 selected stations on the East Indian Railway to Srinagar, available for six months, but not later than 30th December 1937, were introduced for first, second, and intermediate class passengers and for servants of first and second classes.

(*c*) From the 2nd October 1937 third class holiday concession return journey fares were revised as under :—

Previous.		*Revised.*	
For any distance over 150 miles . .	$1\frac{3}{4}$ fares.	101 to 150 miles .	$1\frac{3}{4}$ fares.
		151 to 250 miles .	$1\frac{2}{3}$,,
		251 to 300 miles .	$1\frac{1}{2}$,,
		301 miles and over .	$1\frac{1}{3}$,,

(iii) *Madras and Southern Mahratta Railway.*—"Travel-as-you-like" and "zone" tickets were issued during the Easter and Christmas holidays. An innovation in the issue of these tickets was a joint "Travel-as-you-like" ticket arranged with the South Indian Railway and a joint "zone"

ticket arranged with the Great Indian Peninsula Railway covering travel to Bombay and Nasik.

(iv) *South Indian Railway.*—(*a*) " Go-as-you-please " tickets for unlimited travel over that railway (Nilgiri Railway excepted) were issued during the Easter holidays and during the Christmas and New Year holidays at the following fares :—

	Rs.	As.
1st class	60	0
2nd class	37	8
3rd class	12	8

Similar tickets were issued during the summer holidays in May and June, restricting the issue of third class tickets to students and teachers of recognised schools and commercial institutions and to their wives and children and also to servants of first and second class passengers.

(*b*) From 1st August 1937, half-yearly and yearly season tickets were introduced in addition to the usual monthly and quarterly season tickets, the basis of fares being as under :—

	Half yearly.	Yearly.
Second class . .	3½ monthly fares.	6 monthly fares.
Third class . .	4 ,, ,,	7 ,, ,,

56.2. Goods Traffic.—The following are some of the more important changes made :—

Coal.—(i) From 1st April 1937, the Bengal coal scale of rates, without the surcharge, was introduced for public coal, coke and patent fuel in through booking from all colliery stations on the East Indian and Bengal Nagpur Railways, to stations on the Surma Valley Section of the Assam Bengal Railway, *viâ* Naihati, Santahar, Fulchhari and Mymensingh and from 1st December 1937, to stations on the Chittagong and Mymensingh Railway Traffic Districts of the Assam Bengal Railway *viâ* Mymensingh or *viâ* Tangi.

(ii) From 1st November 1937, the levy of the surcharge of 12½ per cent. on public coal, coke and patent fuel when booked to Narayanganj and Postgolah stations on the Eastern Bengal Railway was discontinued.

Cotton.—A rebate of 20 per cent. of the freight charges was allowed on consignments of cotton (raw), full-pressed booked from any station on the North Western Railway situated north and east of Samasata applicable up to 31st August 1938 to :—

(i) Cawnpore Central Goods shed and Mill sidings in Cawnpore from 1st November 1937,

(ii) Morar Road from 1st November 1937, and

(iii) Delhi, Delhi-Kishanganj or Subzi Mandi from 15th January 1938 subject to the following conditions :—

(*a*) that a minimum of 75,000 maunds of cotton was booked to the stations within the prescribed period,

(*b*) that no consignments were sent by any other means of transport,

(*c*) that freight was paid by the party claiming the rebate,

(*d*) that a previous agreement was made with the railway.

Cattle.—During the period 1st June to 30th September 1937, a reduced rate of As. 2-9 per 4-wheeled wagon per mile at owners' risk, subject to a minimum charge of Rs. 5 per 4-wheeled wagon, was introduced for dry buffaloes and cows when despatched from Bombay to any station on the Great Indian Peninsula Railway.

A rate of two annas per 4-wheeled wagon per mile at owners' risk was introduced for dry cattle in bookings from Karachi to stations on the North Western Railway.

Wheat.—The rebate of 25 per cent. of the freight rates on the North Western Railway for wheat exported to countries west of Aden and east of Singapore, *viâ* Karachi, was continued during the year.

57. Simplification of tariffs.—Reference was made by the Indian Railway Enquiry Committee (1937) in their report to the diversity of the schedule rates existing on the railways in India. The Committee observed in paragraph 127 of the report that, while it was unreasonable to expect a uniform schedule rate to be applied to each commodity on all railways, particularly in so vast a country as India, it was desirable that, with a view to simplifying the tariffs, railways should reduce the number of schedules applicable to each commodity concerned, to the minimum which could be justified on commercial grounds.

The differences referred to by the Committee have grown up over a long period of years, consequent on each railway introducing schedule rates applicable on its own line to certain traffic, taking into consideration the conditions and circumstances obtaining thereon. The result was that for one particular commodity various schedule rates were quoted on different railways. Railways have, however, been considering this question with a view to assimilating their schedule rates with those in force on neighbouring lines. The question was taken up by the Indian Railway Conference Association in 1935 and in accordance with a resolution of that Conference, railways have examined each of the schedules in force and an endeavour has been made to adopt those which are in most general use or those which are in force over neighbouring railways. Substantial progress has been made in the matter of simplifying tariffs by the assimilation of schedule rates and rating conditions obtaining on neighbouring lines. The matter will continue to receive special consideration.

58. Facilities for dealing with traffic.—The more important of the additional facilities provided by railways for dealing with traffic are summarised below:

Eastern Bengal Railway.—Improvements were made in the goods sheds and additions and alterations were made to yards and loading platforms at 19 stations at a total cost of Rs. 42,831.

East Indian Railway.—(i) Arrangements were made for the delivery of through booked consignments of potatoes direct at the various markets in Calcutta and Howrah.

(ii) Four more stations were opened for booking of various descriptions of traffic and seven additional sidings were provided to serve mills and factories. Certain sidings serving factories which were opened for goods traffic in wagon loads were opened also for goods in small lots.

(iii) Out-agencies were opened at Kailana, Choharpur, Etah and Dumka.

(iv) Collection and delivery service was introduced for goods and parcels traffic within the municipal limits of Hazaribagh town.

Great Indian Peninsula Railway.—City booking offices were opened at Chalisgaon and Jubbulpore for booking of passengers. An out-agency was opened at Basim (served by Akola station) for both inward and outward booking.

Jodhpur Railway.—Arrangements were made for the delivery of goods, live stock and other consignments of an urgent nature even after the usual hours of business in goods offices. Free time for stacking goods within the railway premises for despatch and clearance was extended at stations serving outlying villages with no postal facilities.

Madras and Southern Mahratta Railway.—A Town Booking office at Narasapur and nine out-agencies were opened.

North Western Railway.—Seven out-agencies were opened serving areas away from the railway line. Arrangements for street collection and delivery of parcels and goods were being gradually introduced in certain important towns. In those towns, however, where octroi is levied, difficulties were experienced in introducing this system owing to the municipal bye-laws giving octroi officials the right to open consignments. Efforts were being

made to find a solution to this problem. A re-arrangement of duty hours of the staff in certain large towns has resulted in the business hours in parcels and goods offices being extended.

His Exalted Highness the Nizam's State Railway.—Out-agencies were opened at Mashirabad (serving station Secunderabad) and at Aurangabad City (serving station Aurangabad).

59. Road motor competition.—Measures continued to be taken by Railway Administrations to meet road competition.

Brief particulars of the position on some of the principal railways and of the measures taken by them during the year, some of which are also referred to in paragraphs 56 and 58 are given in the following paragraphs :—

Assam Bengal Railway.—As a result of an investigation in connection with motor competition, the basis of third class fares on the Katakhal-Lalabazar section was reduced to 2 pies. This step proved satisfactory and passenger earnings increased.

Bengal Nagpur Railway.—Apart from competition from buses, which is widespread, competition for goods traffic between Calcutta and Ranchi by lorries continued throughout the year, and new lorry services also sprang up between Chaibassa and Gaya (East Indian Railway) and between Meramandeli and Sambalpur.

Five additional halts were opened on the Satpura District, and three additional halts on the East Coast section, where bus competition was severe. Light trains were introduced on the Kolaghat-Midnapore and Gidni-Kharagpur sections, and these services proved a success, as they brought additional passengers and earnings to the railway.

A Sentinel Coach was put on the run between Saoner and Nagpur, and four level crossing halts were provided simultaneously in order to attract to the rail route, passengers who would have otherwise travelled by bus. This service has proved a success.

Bengal and North-Western Railway.—Third class tickets at 1½ single fares for a return journey were issued on the Benares-Allahabad section, which is the only section seriously affected by motor competition.

Bombay, Baroda and Central India Railway.—Commercial Officers completed a survey of sections where road motor competition was prevalent, and steps were taken to counter this competition by means of additional services, where necessary, by the issue of return concession tickets, with availability extended according to distance, and by active canvassing and propaganda. Special arrangements were made on the occasion of local fairs to secure traffic to the railway.

Eastern Bengal Railway.—A proposal for acquiring an interest in road transport on roads which compete with the railway was under consideration.

Special facilities for sidings to the business premises of firms were provided to counteract the tendency on the part of these firms to carry their goods by private owned lorries.

East Indian Railway.—There was an increase in the number of buses operating on competitive and short-circuiting routes. Reduced fares were introduced on 45 competitive sections covering approximately half the total mileage of the system in terms of single line route mileage. In the vast majority of cases, the introduction of reduced fares produced satisfactory results.

Road competition for merchandise traffic also intensified during the year, particularly so in the United Provinces, and in respect of through traffic to and from the North Western Railway. This was almost entirely due to the wholesale operation of lorries registered and licensed as private but operating freely as public carriers. As a result reduced rates had to be quoted for several commodities in the areas affected by lorry competition.

The principal development was the action which the North Western and East Indian Railways in conjunction were obliged to take to protect themselves against the apprehended further diversion on a large scale of cotton traffic from stations in the Punjab to Cawnpore. A rebate of 20 per cent. of the total freight charges on all traffic booked between 1st November 1937 to 31st August 1938 was therefore notified to all firms who conformed to the following conditions :—

(i) Minimum traffic of 75,000 maunds.

(ii) No traffic to be sent by any other form of transport.

Great Indian Peninsula Railway.—Road competition for passenger and goods traffic continued to be severe. Among the measures adopted to combat this competition were the following :—

Quotation of reduced rates and fares.

Granting of rebate on cotton traffic booked from the Punjab to Morar Road on condition that no goods were sent by road.

Introduction of shuttle services.

Opening of halt stations.

Adjustment of train timing and reduction in the time of transit for goods traffic.

His Exalted Highness the Nizam's State Railway.—Owing to the seriousness of road competition a special memorandum was prepared and submitted to the Government which revealed the following disquieting factors :—

(i) Passenger buses plying for hire on monopoly routes without permits or in violation of the conditions.

(ii) Over-crowding in buses.

(iii) Over-loading of lorries.

(iv) Lorries registered for private use plying for hire.

Road motor competition was seriously felt in the case of high rated commodities like cotton resulting in considerable loss of traffic.

The rail-road co-ordination policy was further implemented during the year under review. The scheduling of services with a view to maintaining suitable connections between road and rail, punctuality in running, and improving the standard of driving and maintenance received constant attention. Suitable connections between rail and road passenger services numbered 238 daily as compared with 195 the previous year.

North Western Railway.—Some of the measures taken during the year to counteract motor competition were :—

(i) Opening of out-agencies at various places away from the railway line.

(ii) Revision of duty hours of the staff in all large towns. It was found that without additional expenditure on commercial staff it was possible to extend the hours of business at certain places to enable the public to complete their transactions with the railway later in the day.

(iii) Efforts were made to find a solution to the difficulties experienced in arranging for street delivery in towns where octroi duty is levied and consignees required by municipal bye-laws to open their consignments in presence of octroi authorities.

(iv) The running of excursion trains at reduced fares for specific journeys.

(v) The issue of cheap fares (single and return) on sections where there is road motor competition was continued. During the year under review cheap fares were introduced on 7 additional sections making a total of 128 sections in all where such fares were in force.

Rohilkund and Kumaon Railway.—In order to meet bus competition, return tickets at concession fares were introduced on certain sections. Light passenger trains were run at accelerated speeds between Bareilly and Kathgodam and Bareilly and Lakhimpur Kheri. These measures proved effective.

South Indian Railway.—Reduced fares quoted over certain sections curtailed the activities of bus services considerably, and attracted more passengers with an increase in earnings.

The measures adopted during the previous year such as, speeding up trains, introduction of extra trains, opening of train halts between stations, improving the connection at junctions, etc., were continued during the year under review.

The practice of using small power units with two or three bogie carriages attached, on sections where there was competition, was continued generally.

60. Introduction of passenger road services and the development of feeder services through contractors.—Hitherto, Railways have confined their activities in regard to the provision of road services to agencies with whom arrangements are entered into for the provision of facilities for through booking. Instances of such co-ordinated road and rail services are:—

Passenger—

By the North Western Railway—
between Rawalpindi and Jammu and Kashmir,
between Pathankot and Dalhousie.

By the East Indian Railway—
between Dehra Dun and Mussoorie,
between Patna and Digha Ghat,
between Ranchi Road and Ranchi.

By the South Indian Railway—
between Devakottai town and certain stations,
between Karaikudi and certain stations,
between Pudukottai and certain stations.

A departure from the above practice has recently been made on the North Western Railway by a more direct participation in road services. A company registered under the Indian Companies Act as the North Western Transport Company, in which the North Western Railway Administration is the predominant partner, has been running road motor services between Lyallpur and Jhang. Proposals for the introduction on other railways of services more or less similar to those on the North Western Railway are under examination.

Goods.—The following additional out-agencies were opened during the year:—

Bombay, Baroda and Central India Railway.—Hundi, Deoli and Pushkar.

Eastern Bengal Railway.—Kotchandpur, Sootia, Agamani and Tamarhat.

East Indian Railway.—Kailana, Choharpur, Etah and Dumka.

Great Indian Peninsula Railway.—Basim.

Madras and Southern Mahratta Railway.—Santanutalapadu, Chimakurti, Podili, Kanigiri, Kandukur, Ullapalem, Chilakalurpet and Gollapudi.

His Exalted Highness the Nizam's State Railway.—Mashirabad and Aurangabad City.

North Western Railway.—Shakot, Ramnagar, Nadaun, Gagret, Bharwain, Jawalamukhi Mandir and Mawana.

South Indian Railway.—Vannanturai, Valparei, Devkottai Town and Kodaikanal.

61. Contact with the business community.—The desirability of closer contact with business communities is fully realized by Railway administrations. Apart from the various Local Advisory Committees which Railways have introduced with a view to ascertaining the requirements of the travelling public and the trade, Railways have taken other steps in this direction which are briefly indicated below:—

Assam Bengal Railway.—Traffic investigators were asked to make special endeavours to render all possible assistance in the way of supplying any information asked for, and to ascertain whether changes in rates were known to the merchants. Commercial Inspectors were also asked to visit traders in the course of their duties. The possibility of increasing the quota of officers in the Commercial Department in order to cultivate closer and better relations with their principal constituents was being considered by the Administration.

Bengal Nagpur, East Indian and Eastern Bengal Railways.—Four joint quarterly informal meetings of the Closer Contact Committees consisting of representatives of the above railways and of the Chambers of Commerce in Calcutta and of the Calcutta Trades Association, were held during the year. Among the more important of the subjects discussed were:—

(*a*) Handling of fragile goods.

(*b*) Illegal gratifications to staff.

(*c*) Illegibility of railway receipts.

(*d*) Booking of consignments to mill sidings.

Personal calls were made by the Research Officer of the Eastern Bengal Railway on traders in order to keep in touch with their difficulties, such as delays in transit of piece-goods, damage by rough shunting or handling to kerosene oil consignments, pilferage of cigarettes, etc.

Informal meetings were held by the Chief Commercial Manager, East Indian Railway with up-country Chambers of Commerce or commercial interests to the extent of one meeting at Patna, two each at Cawnpore, Lucknow, Agra and Moradabad. A total of 160 items dealing with a variety of subjects, chiefly rates, were discussed at these meetings.

Bombay, Baroda and Central India and Great Indian Peninsula Railways.—" Closer contact meetings " of the nature referred to above were also held between the representatives of these Railways and certain groups of business interests in Bombay. The following were some of the subjects discussed:—

(*a*) Reduction in freight rates generally with a view to combating motor lorry competition.

(*b*) Re-booking of goods at Wadi Bunder.

(*c*) Reduction in freight rates on cotton piece-goods from Bombay to Cawnpore, and Bombay to Delhi and Amritsar.

(*d*) Extension of the system of station-to-station rates for Bump Yarn traffic from Bombay to certain important up-country consuming markets.

(*e*) Reduction in freight rates on cotton piece-goods from Delhi to certain South Indian stations.

North Western Railway.—Meetings were held between Divisional Commercial Officers, Assistant Commercial Officers and local merchants of all important commercial stations. The Railway was also represented on the important Chambers of Commerce.

His Exalted Highness the Nizam's State Railway.—The Administration was represented on the Hyderabad Chamber of Commerce.

62. Refund on unused tickets.—Railways continued taking steps to ensure more expeditious disposal of claims for refunds on unused or partially used tickets. Mention may, however, be made of the following facilities afforded by two of the railways:—

Eastern Bengal Railway.—In the case of tickets issued from city booking offices refunds were allowed if the tickets were surrendered at the Issuing Office within the period available for the commencement of the outward journey.

North Western Railway.—In urgent cases refunds are allowed on the responsibility of the Commercial branch of the Railway, without a pre-audit of the claims. The claims in such cases are post-audited in the Accounts Office.

63. Claims for compensation and refunds.—The following statements for Class I Railways (except Jodhpur) show for 1937-38:—

A. *the number of claims in respect to goods or parcels damaged or lost, received and disposed of;*

B. *the number and value of claims paid in respect of goods or parcels lost or damaged under main causes;*

C. *the number of court cases in respect of goods or parcels lost, damaged or delayed and their disposal.*

STATEMENT A.

Item No.	Particulars.	A. B.	B. & N.-W.	B. N.	B., B. & C. I.	E. B.	E. I.	G. I. P.	M. & S. M.	N. S.	N. W.	R. & K.	S. I.
1	Number of cases involving compensation for goods or parcels lost, damaged, or delayed carried over as unsettled at the close of the preceding year .	111	580	689	635	605	1,017	725	255	155	804	83	130
2	Number of claims received (and re-opened) for compensation on account of goods or parcels lost, damaged, or delayed during the current year . .	962	2,108	3,265	8,399	3,767	8,720	6,579	3,798	818	8,741	556	2,300
3	Number of claims referred to in items 1 and 2 settled during the year . . .	991	2,378	3,335	8,490	3,805	8,651	6,990	3,827	813	8,871	553	2,287
4	Balance outstanding as unsettled at the close of the year . .	82	310	619	544	567	1,086	314	226	160	674	86	143
5	Net amount paid in compensation . Rs.	6,041	12,606	36,282	25,087	31,062	27,279	53,922	28,430	4,870	78,936	1,943	13,198
6	Percentage sum paid in compensation (item 5) bore to gross earnings.	0·05	0·05	0·04	0·03	0·09	0·02	0·05	0·04	0·02	0·05	0·04	0·02
7	Average time in days taken in settlement of claims shown under items 1 and 2 . .	44	74	77	19	43	56	32	28·7	53	34	45	29
8	Number of applications received for refunds on goods and parcels overcharged . .	2,905	3,248	3,982	10,737	8,069	20,093	5,212	5,766	2,060	10,666	587	7,782
9	Average time taken in settlement of claims shown under item 8. Days	34	95	60	39	71	73	58	26	73	28	60	20

STATEMENT B.

Item No.	Particulars.		A. B.	B. & N.-W.	B. N.	B., B. & C. I.	E. B.	E. I.	G. I. P.	M. & S. M.	N. S.	N. W.	R. & K.	S. I.
1	Claims paid on account of goods lost.	No.	105	335	721	1,666	385	2,560	1,502	129	122	139	61	478
		Value Rs.	1,915	5,064	14,777	8,857	8,482	47,729	15,603	1,847	1,518	1,899	424	3,553
2	Claims paid on account of goods stolen.	No.	175	74	243	231	35	1,858	180	88	24	1,008	19	23
		Value Rs.	2,575	4,240	3,020	5,085	959	15,398	4,564	2,218	743	11,264	1,140	422
3	Claims paid on account of goods damaged by wet.	No.	22	64	507	2,342	350	2,348	3,530	567	76	951	13	332
		Value Rs.	516	3,071	11,145	10,727	9,215	22,090	24,827	6,803	614	13,594	139	5,905
4	Claims paid on account of goods damaged by fire.	No.	1	..	4	6	3	3	5	1	..	..	..	3
		Value Rs.	8	..	540	442	2,107	245	204	36	..	..	..	71
5	Claims paid on account of goods damaged by breakage.	No.	20	9	55	21	9	61	131	51	15	98	1	34
		Value Rs.	514	137	1,292	633	639	2,079	3,336	886	147	3,071	240	536
6	Claims paid on account of parcels and luggage lost and stolen.	No.	35	77	88	195	124	539	269	45	21	94	17	71
		Value Rs.	789	1,095	1,803	935	1,935	8,601	1,744	711	281	2,594	196	492
7	Claims paid on account of other causes.	No.	41	214	356	1,522	702	391	636	1,333	555	2,160	31	121
		Value Rs.	826	3,231	15,994	14,877	4,760	10,336	23,946	20,783	1,567	29,933	230	2,214

STATEMENT C.

Item No.	Particulars.	A. B.	B. & N.-W.	B. N.	B., B. & C. I.	E. B.	E. I.	G. I. P.	M. & S. M.	N. S.	N. W.	R. & K.	S. I.
1	Number of suits filed in court (or pending from the previous year) for the recovery of compensation in respect to goods or parcels lost, damaged or delayed .	10	43	52	70	16	117	95	51	5	60	6	4
2	Number of such suits settled out of court .	3	14	10	5	8	19	15	6	2	8	..	1
3	Number of suits dismissed . . .	2	15	7	8	3	25	30	9	*Nil*	30	4	3
4	Number of suits decreed	3	3	2	6	*Nil*	5	13	16	*Nil*	1	1	*Nil*
5	Number of suits pending	2	11	33	51	5	568	37	20	3	21	1	*Nil*

64. Commercial Publicity.—The following paragraphs indicate broadly the nature of the work undertaken by the principal railways in the matter of commercial publicity during the year under review.

Assam Bengal Railway.—Wide publicity was given to all *melas*, and important alterations in facilities provided, and rates and fares charged, *e.g.*:—

(i) The through running of trains to Narayanganj over the King George VI bridge.

(ii) The new route to Calcutta *viâ* Bhairab Bazar, Mymensingh and Jagannathganj.

(iii) The reduction of third class fares on the Hailakandi-Lalabazar section of the Katakhal-Lalabazar Railway.

(iv) The visit of the Islington Corinthian Foot-ball team to Dacca, Mymensingh, Comilla and Chittagong.

(v) The special Christmas concessions for Shillong *viâ* Sylhet Bazar and Gauhati.

Bengal Nagpur Railway.—A campaign of intensive publicity was launched to acquaint the public with detailed information with regard to

the reduction in fares and other facilities offered for traffic in connection with Durga Poojah, Christmas, New Year and Easter holidays, by means of:—

(i) advertisements in the principal newspapers, and particularly in those published in the languages of the various provinces;

(ii) display of posters;

(iii) free distribution of pamphlets and handbills, and

(iv) display of cinema slides.

Similarly, adequate publicity was given to all important *melas*, including the Rath Jatra and the Dol Jatra at Puri, the Kartiki *mela* at Ramtek, and the Rajim *mela*. A special feature of the publicity arrangements for the Rath Jatra was an adhesive label, about the size of an Air Mail stamp, depicting the Rath Jatra procession and with legends in English and in the languages of the provinces. These labels were distributed to various firms and individuals who were asked to affix them to letters despatched by them.

A new coloured poster was also designed for the Rath Jatra festival. Pamphlets and handbills were printed in all vernacular languages and distributed to all stations on the home line as well as to all the important stations over foreign railways to attract traffic from those areas to Puri. Cinema slides were also displayed to advertise these festivals.

Bombay, Baroda and Central India Railway.—An elaborate ceremony was held on the 1st May 1937 at Bombay Central for naming "**The Flying Ranee**"—a train scheduled to run during the week ends between Bombay and Surat—and sending it off on its inaugural run. A film of the ceremony was taken under the direction of the Publicity Officer who also made the running commentary. The film was shown at theatres in Bombay and in other towns adjoining the route of the train.

Encouraged by the success of the week-end service, a daily "**Flying Ranee**" service was introduced with effect from 24th May 1937 in order to provide what appeared to be a much needed and faster link between Bombay and Surat.

The inaugural ceremony was followed by several others during the year, and the opportunity was taken also on five occasions to adopt a system of reciprocal advertising, by which firms who wished to do so were permitted to give samples of their manufacture away to passengers travelling by the "**Flying Ranee**" on different saturdays during the year, and in return the Railway undertook to advertise the fact widely free of charge to the manufacturers.

An attractive 4 coloured match box label was prepared with a picture of the "**Flying Ranee**" crossing the Bassein Bridges. These were printed by photo litho process and supplied to a match agent for affixing on match boxes.

On the Coronation Day of His Majesty the King, a special cover was printed for the May issue of the monthly time table and special Coronation menu cards were placed in the Dining Cars of the Frontier Mail.

During Christmas, special greeting cards were issued and distributed to passengers travelling on the Frontier Mail.

Eastern Bengal Railway.—22 letter-press and 12 pictorial posters were produced in connection with concessions, *melas* and fairs, race and bazar specials, etc.

About 18,000 letter-press posters, 175,000 handbills advertising the *melas*, 31,500 handbills in connection with the conducted excursions, 5,000 handbills on the reduction of passenger fares and freight on commodities, and 22,000 handbills on special events like the football matches played by the Islington Corinthians, etc., were brought out and widely displayed and

distributed. Some of the 1st and 2nd class waiting rooms as well as refreshment rooms at larger stations were provided with well-framed large photographs of places of interest in India with a view to advertising them.

In addition railway posters continued to be displayed in Post and Telegraph offices, throughout Assam, Bihar, Bengal and Orissa.

The old Bengali booklet " Pujay Bhraman " (Puja Travel) was rewritten in many places and enlarged by the addition of many new photographs on places of historical, religious and cultural importance and was issued to facilitate travel in Bengal with a new title " Banglay Bhraman " (Travel in Bengal).

Cinema slides were prepared and exhibited in different cinema houses in Calcutta and the moffusil drawing attention to the special concessions and facilities offered by the Railway.

The Railway participated in 13 exhibitions. Posters and photographs were displayed and handbills, pamphlets and other publicity literature distributed.

On the occasion of the 6th Anniversary ceremony of the Mulagandha Kuti Vihara at Sarnath, a wide publicity campaign was carried out as in previous years in conjunction with the East Indian and Assam Bengal Railways and Steamship Companies advertising the special concessions offered to Buddhist pilgrims from Chittagong and the Arakan coast.

East Indian Railway.—30,000 copies of pictorial posters were displayed to popularise places such as Gaya and Hardwar as centres of religious interest, Mussoorie as a hill station and health resort, Agra as a centre of historical interest, Calcutta on account of its sight-seeing and other general attractions and such sporting attractions as the Islington Corinthian's football matches, Tilden troupe Tennis exhibition matches, Lord Tennyson's Cricket Eleven matches, dog racing, boxing, wrestling and shooting and fishing facilities.

23,000 letter-press posters, about 1,200,000 handbills and 250,000 folders in English and the languages of the provinces, in connection with various railway facilities and concessions in rates and fares, were distributed.

Other methods of publicity were " Free Press " advertising, reciprocal publicity, cinema slides, radio broadcasts, distribution of literature, preparation of itineraries for tourists and the travelling public, co-operation with steamship companies, religious organizations and educational institutions.

An intensive advertising campaign was launched during the Kumbh *mela* at Hardwar when all the methods of publicity referred to above were adopted, *e.g.*:—

(*a*) the distribution of illustrated folders and handbills giving details of concessions and facilities offered;

(*b*) a specially designed pictorial poster of Har-ki-pari was put out in collaboration with the Eastern Bengal and North Western Railways;

(*c*) pictorial and letter-press slides were screened at cinemas in Calcutta and in the mofussil;

(*d*) pictorial-*cum*-letter-press posters featuring concessions and other facilities were displayed in lower class compartments of all local and through trains;

(*e*) coloured paste-on tickets were affixed in letters despatched to Hindu firms or individuals and in addition all letters were franked with Kumbh *mela* slogans.

Full advantage was taken of the Magh *mela* at Allahabad on the 31st January 1938, the most important bathing day. Sandwich board men displaying pictorial and letter-press posters of the Kumbh *mela* were engaged to move in procession, preceded by bandsmen through whom some 150,000 handbills were distributed to pilgrims. A revolving kiosk displaying, on

its panels, pictorial and letter-press posters of the Kumbh *mela*, was erected in a prominent position in the *mela* area.

Great Indian Peninsula Railway.—Advertising in papers other than those published in English was considerably extended, the year's expenditure in this respect being 60 per cent. of the total amount paid for newspaper advertising.

Cinema slides advertising the issue of Zone Season Tickets during Devali, Christmas, and Easter holidays, Poona races, Bombay races and air-conditioned coaches were exhibited in various theatres.

Double Royal Letter-press poster either in English or Indian languages in one or more colours were issued dealing with pilgrim fairs such as Pandharpur, Hindola and Janmashtami, Kumbh *mela* at Hardwar, Alandi fair, zone season ticket schemes, revised train timings on Central Provinces Railway, students' conducted tour to Mysore, Divali, Christmas and Easter holiday concessions, cricket carnival at Bombay and cricket fixtures at Madras. Also a letter-press-*cum*-pictorial poster was specially designed for the Brindaban fair. Many of these posters were exhibited on country bullock carts, temple walls and other available prominent sites in towns and villages some distance away from the railway.

For various *melas* and fairs, Publicity Inspectors were sent to tour towns and villages, accompanied by drum beaters to make announcements and to distribute handbills and fix posters.

Jodhpur Railway.—An illustrated hand book on Jodhpur was published and a greater number of advertising contracts entered into than formerly.

Madras and Southern Mahratta Railway.—1,282,650 handbills, 145,000 folders and pamphlets were distributed, 12,575 posters and 1,265 press notices were exhibited to give publicity to local festivals and Easter, Christmas and Mysore Dasahra concessions. The reciprocal arrangement with the Postal Department under which railway publicity posters and pamphlets are displayed at post and telegraph offices in the interior in exchange for similar facilities for postal advertisements at stations, was continued.

In addition to the franking of publicity slogans by means of the Neo-Post Franking machine on all letters despatched from the Chief Commercial Manager's office, rubber stamps with similar slogans were supplied to other departments for stamping on the covers of letter despatched.

North Western Railway.—The North Western Railway cinema car continued to be utilised for railway propaganda purposes. One hundred and seventy-three stations were visited and over 350 shows were given. The numbers attending these free cinema shows has been estimated as amounting to 734,000 persons approximately. In February 1938, another cinema lorry was introduced to disseminate railway propaganda in villages away from the railway line. The lorries visited 279 important rural centres and over 300 open air shows, attended by over 400,000 people, were given.

South Indian Railway.—The several fairs and festivals were advertised as usual through posters, leaflets and through the press. Facilities afforded to the public by way of reduced fares, improved train service, opening of train halts, town booking offices and out-agencies were also widely advertised.

A poster in original colour specially designed to advertise the electric train service in the Madras suburban area was also issued and exhibited at stations.

With a view to advertise Cochin and the introduction of the new Cochin Express Service between Madras Central and Ernakulam, an attractive illustrated folder was issued.

A quarterly booklet entitled " Travel Concessions " is being published and distributed free to important firms, traders, associations, clubs, schools, colleges, etc. This has helped to advertise the numerous concessions in fares and other travel facilities afforded from time to time.

Circulars detailing the several concessions and facilities allowed to student excursion parties were addressed individually to all educational institutions.

65. System of ticket checking and prevention of ticketless travelling.—The methods adopted by the various railways have been given in considerable detail in previous reports. In the main there was little change in the organisation, it having been found that the system giving the best results is a combination of " Ticket Collectors " and " Checkers " at stations and " Travelling Ticket Examiners " to make surprise checks on trains. In the following paragraphs therefore attention is drawn to the more important of the special measures undertaken by certain railways and to some changes in organisation.

Bengal and North-Western Railway.—The travelling ticket checking staff are split up into ten sections, with one man in charge of each. There are also supervisors whose duty it is to move about the line and see that the work of the Travelling Ticket Examiners is efficient and that passengers are not harassed.

There is one special gang, with a roving commission, which is sent out to places where systematic fraud is suspected. It is also sent to help the regular staff at stations and on trains during *melas*.

During the year 22 special checking raids were carried out in the United Provinces and 44 in Bihar in conjunction with police and special magistrates, the object being to facilitate and expedite prosecution where this was found to be necessary.

Bengal Nagpur Railway.—The strength of the ticket inspecting staff was increased to 144 by the appointment of two travelling Ticket Inspectors and one Travelling Ticket Checker on the east coast section. Special checks carried out by members of the commercial or transportation staff, occasionally spare from their normal duties, resulted in the detection of 1,678 cases realising Rs. 2,628.

Bombay, Baroda and Central India Railway.—An additional anti-mendicant gang, consisting of staff already in service, was put to work on the Bandikui district. The gang has justified its formation and is proving of value in the suppression of ticketless travel.

Eastern Bengal Railway.—From the 1st August 1937 the Crew Department was amalgamated with the Watch and Ward Department.

During the latter part of the year a system of check called the " Block System " was introduced. Under this system a strong force of the crew staff is deputed to check selected centres of heavy traffic, and a skeleton travelling checking staff is kept on the train to issue " Excess Fare Tickets " and " Handing over Certificates " on the run to such traffic centres where the main crew check is imposed. The " Special Branch " of the department prosecuted 570 passengers for misusing season tickets and 183 passengers for re-selling second halves of return tickets, securing convictions in the majority of cases.

Great Indian Peninsula Railway.—In addition to the ordinary Travelling Ticket Inspectors, a permanent flying squad was employed on the Bombay Division. In other Divisions such squads were formed from the ticket checking staff according to circumstances. In order to deal expeditiously with passengers prosecuted for illicit travel the Provincial Government appointed Railway Magistrates at Katni, Jhansi and Agra, to hold their courts in the station premises.

Madras and Southern Mahratta Railway.—As a result of the retrocession of the Bangalore City-Harihar-Hindupur sections to the Mysore State Railway from the 1st January 1938, a reorganisation of the mofussil squads was necessitated. The number operating was reduced from four to three but the areas were extended to cover practically the same sections as are under the jurisdiction of the Assistant Commercial Managers at Madras, Bezwada and Hubli respectively. The strength of the squads was increased

by men transferred from the sections handed over to the Mysore State Railway.

His Exalted Highness the Nizam's State Railway.—The system in the main remained the same as in the previous year, but in addition special instructions were issued to relieving staff to make surprise checks of trains while returning to, or spare at, headquarters. On a few occasions special squads were instructed to make checks of trains in ordinary clothes, *incognito*, and to entrain at intermediate points for the purpose of making special checks.

At the end of the year the strength of Travelling Ticket Inspectors was increased by 6 men to provide a more frequent check of trains. Two Ticket Inspectors were also deputed to make surprise checks.

North Western Railway.—An experiment was made on the Rawalpindi Division of a cent. per cent. check of passenger trains and proved a success. At any rate for a time it put a stop to irregular travelling and it is hoped that the effect will be lasting. The additional special ticket examiners, about 70 in number, employed on this check were subsequently transferred to the Karachi Division for the same purpose.

Another experiment tried on the Lahore and Rawalpindi Divisions was the deputing of lady ticket examiners by day trains to check compartments occupied by women. This also proved to be justified and these arrangements have been extended, as a permanent measure, to the Delhi, Multan and Karachi Divisions.

An arrangement whereby an intensive check on passengers at certain stations is undertaken jointly by a senior travelling inspector of accounts, his assistants and the headquarters group of special ticket examiners, assisted by divisional special ticket examiners, has also been introduced. The check is in the nature of a surprise raid and, where carried out so far, has been successful in bringing to light many instances of passengers travelling without tickets, and certain irregularities in stamping, nipping and collection of tickets.

South Indian Railway.—From the 1st August 1937 the whole of the ticket checking staff came under headquarters' control and the method of ticket checking was revised.

Six new squads each of four travelling ticket examiners were formed, —the seniormost ticket examiner being in charge. In order to facilitate working and ensure better results the entire system was divided into 33 sections. The squads cover almost all these sections in the course of every month, their movements being controlled by the Deputy Chief Commercial Superintendent, under telegraphic or sealed instructions. The following duties are assigned to them:—

(i) to concentrate on areas where greater check is deemed necessary;

(ii) to pay special attention to stations where the percentage of missing tickets is high; and

(iii) to supplement check of trains at festival centres where large numbers of pilgrims are expected and where pilgrims arrive just prior to, and depart immediately after attending the festivals.

An additional squad of five travelling ticket examiners with an Inspector in charge is deputed for all major festivals.

The main squads of travelling ticket examiners have their headquarters fixed at 11 different centres and work trains to a fixed monthly roster. All important trains are manned from start to finish of the run and other trains are manned alternately. Generally, about 80 to 85 per cent. of all trains are manned.

The following statement shows the total number of passengers detected travelling without proper tickets during the year 1937-38 and the amount due from them :—

Railway.	Number of passengers.	Amount due. Rs.
Assam Bengal	58,398	60,078
Bengal and North-Western	321,917	2,17,571
Bengal Nagpur	185,341	2,61,127*
Bombay, Baroda and Central India	789,725	5,18,591
Eastern Bengal	230,966	1,97,159
East Indian	274,000	4,26,000
Great Indian Peninsula	243,988	2,20,748
Jodhpur	32,888	34,992
Madras and Southern Mahratta	164,476	1,28,348
His Exalted Highness the Nizam's State	10,857	12,614
North Western	376,103	4,46,705
Rohilkund and Kumaon	44,980	40,008
South Indian	140,220	1,27,053*

* These figures are of amounts actually recovered.

C.—*General.*

66. ***Mela*** **Traffic.**—The large movement of pilgrims each year to places of religious importance requires and receives special study and care. For the more important *melas* the loads of ordinary passenger trains are augmented, special trains are run, reduced fares are quoted, additional booking offices, waiting sheds, medical facilities, sanitary arrangements, etc., are provided; and special arrangements made for an adequate water supply and for the sale of food of good quality. In the following paragraphs mention is made of some of the more important *melas* for which such arrangements were made.

Assam Bengal Railway.—The earnings from pilgrim traffic increased by Rs. 62,000 or 78 per cent. due, in part, to an improvement in the economic conditions in certain districts, but principally to cheaper fares, additional facilities and more intensive propaganda. The results were so satisfactory that the whole question of *mela* concession fares is being made the subject of a special investigation.

Bengal and North-Western Railway.—As in previous years the most important *mela* was the Kartik Purnamashi at Sonepore, Palezha Ghat, Hajipur, Ballia and Ajodhya Ghat for which 185 special trains were run.

Eastern Bengal Railway.—A special publicity campaign was undertaken in connection with no less than 40 out of about 80 principal *melas* held on the system. In connection with the Gangasagar *mela* off Diamond Harbour, an arrangement was entered into with Messrs. Kilburn & Co. to maintain steamer connections at Diamond Harbour with the ordinary and special trains that were run right up to the river bank. Through rail-*cum*-steamer return tickets were issued for the first time and by these arrangements a pilgrim was in a position to save about Rs. 2 and 10 to 12 hours in journey time. The experiment met with considerable success.

East Indian Railway.—The following were the more important festivals :—

Piran Kaliar *Mela*, Roorkee—May 1937.
Pitripukh *Mela*, Gaya—September-October 1937.
Kartiki *Mela*, Garhmukhtesar—November 1937.
Magh *Mela*, Allahabad—January-February 1938.
Kumbh *Mela*, Hardwar—March-April 1938.

The number of passengers carried to and from the first four *melas* mentioned, which are annual gatherings, showed a satisfactory increase over the figures for the previous year. The last named was unique in that it

occurred after an interval of 11 years instead of the usual period of 12 years; it was unique also in the number of pilgrims carried by rail. During the period 12th March to the 13th April no less than 543,755 passengers arrived at Hardwar as compared with 329,166 during the 1927 Kumbh.

The elaborate arrangements made to deal with this very heavy traffic, which included the remodelling of Hardwar station and passenger enclosures, additional facilities at a number of other stations, the provision of four temporary crossing stations, the doubling of 33 miles of line and the provision of a broadcast tower in Rohri Island Settlement in Hardwar town to give information in regard to the running of trains have already been given considerable publicity both in the press and through special communiques so that it is unnecessary to repeat them all here. It will perhaps be sufficient to mention that for the first time return journey tickets were issued in connection with this *mela*, for all classes and at concession rates, and that the majority of passengers took advantage of the facility. Furthermore, no less than 407 outward special trains were run between the 13th March and the 21st April—many for long distances, in addition to the normal train services, the heaviest traffic being from the 13th April onwards. Though this properly does not pertain to the year under review, it is of interest to note that on the 14th April a record was achieved for Indian Railways when as many as 43 loaded special trains were cleared over a single line section. Finally, mention may be made of the use of symbols representing articles or animals familiar to the pilgrims, printed on the reverse of return journey tickets. These symbols were also prominently displayed on booking offices and enclosures so that the pilgrims might have no difficulty in following the correct route to their train.

Great Indian Peninsula Railway.—There were 34 fairs as compared with 15 in the previous year, the most important being the Ashadhi and Kartiki fairs held during the months of July and November at Pandharpur *vid* Kurduwadi.

Return tickets at single fares for the double journey were issued from many stations to Pandharpur for the Ashadhi fair: similar tickets were issued from stations south of Itarsi to Pandharpur for the Kartiki fair.

The number of pilgrims who travelled by rail to the Ashadhi fair at Pandharpur compared as follows with the preceding year:—

	Inward.	Outward.
1937	51,198	50,516
1936	8,080	10,957
Increase .	43,118	39,559

22 inward and 27 outward special trains were run.

Special arrangements were made for the supply of drinking water to pilgrims. The supply of local water being inadequate for this purpose, drinking water was railed to Kurduwadi from Bhalavni by 12 travelling water tanks. Two water tanks $6' \times 6' \times 6'$ with taps on the Barsi Light Railway platform were kept filled with fresh drinking water, and a hand truck on rubber wheels was used to supply water to passengers in trains.

Madras and Southern Mahratta Railway.—7 important *melas* were held at or near stations during the year. In the case of the Narasaravapet feast, 31 special trains were run and in addition the scheduled trains were fully strengthened.

During December 1937 an Eucharistic Congress was held in Madras, largely attended by Roman Catholics from various places in India. The heavy traffic dealt with at Madras Central station in this connection was reflected in the numbers, *viz.*, 3,248 platform tickets issued at that station on the 2nd January 1938, when the visitors were dispersing.

South Indian Railway.—The Mahodayam, a festival of great magnitude, occurred on the 31st January 1938, after a lapse of 17 years and was

celebrated at all religious centres on the sea coast, Dhanushkodi and Point Calimere being the most important. The number of passengers dealt with around the Point Calimere area was 52,177 and around the Dhanushkodi area 69,511.

67. Measures taken to ensure civility and honesty on the part of the Railway staff in their dealings with the public.—It has always been enjoined on the railway staff that they must never fail in courtesy and honesty in their dealings with the public. On those railways on which there are training schools special lectures were given to new recruits to instil in them this essential of their service; such lectures were also given to those attending refresher courses and by special arrangement at various railway centres. Notices were posted in certain stations and in goods sheds stating that the staff are prohibited from taking illegal gratification and requesting the public to bring to notice any case in which it might be demanded.

The following list is indicative of other measures either adopted or contemplated by railways:—

(i) The issue of a personal appeal to staff whose duties bring them in contact with the public;

(ii) the introduction of "Complaint or suggestion books" at important stations (in this connection attention is invited to the remarks under paragraph 115 in Chapter VIII);

(iii) the issue of a quarterly bulletin containing *inter alia* reproduction in general terms of actual complaints;

(iv) issue of general and departmental circulars and strict orders to staff to pay prompt attention to requests from the travelling public;

(v) a thorough analysis of complaints from the public;

(vi) the use on departmental communications of slogans enjoining civility and honesty;

(vii) issue of instructions to traffic officers to watch station staff with a view to weeding out any employee who is not capable of treating passengers with courtesy and consideration.

When any case of incivility or dishonesty was proved, severe disciplinary action was taken. A modification of the rules regulating discipline and the right of appeal of non-gazetted railway servants so as to authorise Principal Officers or Heads of Departments, Divisional Superintendents, Deputy General Managers and Deputy Heads of Departments to order removal from service in cases of incivility to the public, irrespective of the length of service of the employee concerned, was under consideration. In regard to dishonesty generally, where this involves victimization of the public or leakage of railway revenue or both, serious disciplinary action is taken in any case in which the offence is brought home to the individual concerned.

This question has also been discussed from time to time both by the Railway Board and by the General Managers of Railways with various Chambers of Commerce and mercantile bodies. Local Advisory Committees of certain railways have expressed the opinion that there had been considerable improvement in this matter.

CHAPTER V.

RAILWAY COLLIERIES.

68. Railway Collieries.—The output from the principal Railway Collieries during 1937-38 compares with the previous year's output as follows :—

Colliery.	Owned by	Output (tons).	
		1936-37.	1937-38.
1. Bhurkunda . . .	State	67,167	**197,756**
2. Kargali	State	576,581	**852,790**
3. Kurhurbaree and Serampore .	State	665,578	**642,287**
4. Joint Bokaro . . .	E. I. & B. N. . .	769,848	**1,080,739**
5. Joint Sawang . . .	E. I. & B. N. . .	55,913	**68,211**
6. Jarangdih	B., B. & C. I. and M. & S. M.	77,273	**104,710**
7. Talcher	M. & S. M. . . .	158,482	**204,062**
8. Kurasia	B., B. &. C. I. . .	179,882	**293,502**
9. Deulbera	B. N.	29,974	**130,092**
10. Argada	B. N.	259,573	**286,838**

68.1. State Railway Collieries.

(a) *Bhurkunda Colliery.*—The increased demand for coal from Railway Collieries necessitated an increase in the output of coal from this colliery.

At Nos. 1 and 2 Kurse Inclines pillar extraction and roof dressing were resorted to. Arrangement for sand stowing at the air-pit which was started previously was completed and one gallery was sand stowed.

Nos. 1 and 2 Inclines in the Nakari Seam were reopened and were secured by brick walling and arching.

A steam-driven Calyx Borehole was put down in the dip area to prove the working seams on the other side of the fault encountered in the main dip faces in the Simana and Kurse Seam Inclines. Kurse, Nakari and Simana Seams were successfully tapped in the boreholes at depths of 525, 594 and 717 feet respectively.

Plant and Machinery.—The Power House and all Electric Plant and Machinery were kept in good repairs.

The health and sanitation of the Colliery was good.

(b) *Kargali Colliery.*—Owing to unprecedented shortage of market coal during the year there was heavy demand for coal from Railway Collieries and the despatches from this Colliery alone were 852,790 tons.

Quarries.—In No. 1 Quarry, a steam haulage at the west was installed for transporting of tubs for disposal of over-burden spoils. The weathered coal near the outcrop of the Seam was still burning.

In Quarry No. 2, three bridges were erected for carrying over-burden tubs to the dumping ground.

In Quarry No. 3 a new bridge was erected for disposal of over-burden. A 10 H.P. Ram Pump was installed to dewater the lowest benches in order to recover the floor coal.

Underground workings.—Coal getting from these workings was more than doubled due to abnormal demand of coal.

A self-acting Jig Haulage was installed at No. 6 Rise.

A connection was made from the workings of the Incline to the Main Shafts and this has greatly improved the ventilation of the Incline.

The cutting into the quarry was widened towards the south with a view to re-aligning the broad gauge track and to permitting further development of the quarry towards the dip of the seam.

All buildings, plant and machinery were maintained in good condition.

Labour was scarce and special measures were taken in recruiting them to meet the heavy demand for coal.

The water supply was plentiful and the health and sanitation of the Colliery were generally satisfactory.

(c) (1) *Kurhurbaree Colliery.*—The development of the colliery progressed satisfactorily. Depillaring operations were carried out and the percentage of coal recovered was excellent. The despatches during the year amounted to 304,332 tons.

Ventilation of the mines was maintained satisfactorily.

One 3,000-gallon per hour pump was installed in No. 5 Side South Joktiabad Pit. At No. 18 Side Joktiabad an additional 18,000-gallon per hour pump was installed.

Power House.—All plant and machinery were maintained in good order.

During the year 10,732,145 units were generated.

Labour supply during the year was not satisfactory.

The general health and sanitation were good.

(2) *Serampore Colliery.*—The development of No. 8 Side, Deep Pit was seriously affected owing to the discovery of fire-damp. Development in No. 7 Side was satisfactory as was also depillaring operations in all the mines. The despatches during the year amounted to 422,423 tons.

Construction of and repairs to side walls in Central Pits, Deep Pit and 16A Pit were undertaken. Ventilation stoppings and water dams underground were built.

The Motor driving the 60,000-gallon per hour pump was overhauled.

All buildings, plant and machinery were maintained in good order and worked satisfactorily.

The attendance of labour during the first half of the year was very poor.

Coke and Bye-Products Plant.—The plant worked satisfactorily, during the year.

The outturn from the plant was as follows:—

		1936-37.	1937-38.
Coke	Tons	38,252	**55,139**
Coal tar	,,	1,420	**2,050**
Sulphate of ammonia	,,	382	**534**
Benzol	Gallons	49,110	**56,848**
Rectified solvent naphtha	,,	1,150	**3,210**

All colliery plant and machinery and buildings were maintained in good order.

The general health and sanitation of the colliery were satisfactory.

(d) *East Indian and Bengal Nagpur Railways' Joint Bokaro Colliery.*—Owing to continued demand for coal from Railway collieries due to shortage of market coal during the year, the raisings were increased from this colliery.

The No. 1 Quarry extension (now called No. 6 Quarry) was opened up during the year and a considerable output was won from this area.

A new pumping shaft at No. 3 Quarry was completed and pumps installed therein. This has released a large block of coal in the neighbourhood of the old pumping shaft.

The fire in No. 5 Quarry which occurred last year was kept under control.

An Isolation Hospital was constructed during the year. All colliery buildings were kept in good repairs.

Plant and machinery were maintained in proper running order.

General health and sanitation of the Colliery were good.

(e) *East Indian and Bengal Nagpur Railways' Joint Sawang Colliery.*—The quarryable coal is now almost exhausted. The development of the underground workings was satisfactory.

Sand stowing in the extreme eastern workings was commenced during the year.

All buildings, plant and machinery were maintained in good order.

The general health and sanitation of the Colliery were good.

68.2. Company-managed Railway Collieries.

(a) *Bombay, Baroda and Central India and Madras and Southern Mahratta Railways' Jarangdih Colliery.—Shaft working.*—The Shaft workings remained closed throughout the year and the water level in the shafts on 8th April 1937 was 255 feet above the rail level at the dumper.

By the 1st April 1938 the water had risen a further 444 feet and was 177 feet below surface level of the shaft top.

No. 3 Incline.—The development of this incline proceeded normally, though during the several months of the year, progress was slow owing to inadequate labour supply.

During the last three months of the year faulty ground has been encountered on both sides of the main incline and as the faults are very irregular and the dip of the seam very steep and variable, the difficulties of working have considerably increased.

No. 5 Incline.—Development in this Incline proceeded normally. This Incline is now draining a large area of ground and the 10 H.P. pump which was installed in April 1937 will shortly have to be replaced by a larger pump.

Ventilation.—The ventilating quantity circulated by the Sirocco fan throughout the year was approximately 170,000 c. ft. per minute against a water gauge of one inch.

Plant and Machinery.—There were no additions to plant during the year and all machinery operated satisfactorily throughout the year.

Labour.—The labour attendance at the beginning of the year was very poor as a large number of miners continued to leave the Colliery to work in the Jharia coal-field where higher rates of wages were being paid.

From July 1937, however, when the sliding scale of rates was introduced, the contractor was enabled to recruit more labour during the latter part of the year.

Owing to the small allotment of orders in February and March 1938, the mine worked short time and a large number of newly recruited miners left the Colliery.

In July 1937 the percentage of female labour employed underground was reduced from 8 per cent. to 5 per cent. and women were totally prohibited from the mine from 1st October 1937.

(b) *Madras and Southern Mahratta Railway's Talcher Colliery.—Top Seam.*—Grading, widening and timbering were completed in the North East Gallery. The track was also bonded and the overhead line laid while a drivage of 30 feet was obtained in the two winning roads. The working of this seam was discontinued from 21st December 1937 as the despatch of coal of this seam was stopped by the Chief Operating Superintendent, Madras and Southern Mahratta Railway, Madras.

Travelling roads for labour.—No 1 East Panel Companion road was completed as a travelling road up to No. 7 North East Panel and a temporary booster line installed.

No. 3 North East Panel and Ventilation.—The roads in this panel were graded for opening out beyond the fault and the air crossing for this new section and the necessary stoppings were constructed.

Underground track.—3,360 feet of main line track and two of the new 20 feet radius crossings have been relayed in connection with the installation of the 13 tons Locomotive.

Underground Bore hole.—A new bore hole from Top Seam galleries to Bottom Seam was completed and gave the following data:—

	Ft.	in.
Total depth of hole	77	6
Depth of hole to the floor of the bottom seam	72	9
Thickness of the bottom seam	16	4
Strata between the seams	56	5

Plant and Equipment.—The new Goodman Coal Cutter and 13-ton Locomotive were taken underground and put into regular use.

The temporary installation of a direct haulage with 1,000 feet tract was completed for removing the excess slack made in screening.

Both drums were fixed in position and the work of fixing the main headers, etc., is being carried out.

Buildings.—The construction of one block of staff quarters was carried out.

(c) *Bombay, Baroda and Central India Railway's Kurasia Colliery.—Staff quarters and buildings.*—The Locomotive and machine sheds were completed.

The building of the rest house with out-houses, 2 blocks of artisan quarters and one block of senior subordinate quarters was carried out.

Power House.—The erection of new Belliss engines was completed.

Development underground.—The total progress during the year under review is given below:—

	Ft.
No. 2 Incline	227
No. 3 Incline	223

An upthrow fault of six feet was met in the main east of No. 2 Incline and a gallery has been driven through the fault and regraded to allow coal cutters and Locomotives to work in the adjoining faces.

Labour Supply.—The supply of recruited labour was not particularly satisfactory as there is now a tendency for the labour to go to the Jharia coal-field where higher rates of wages are being paid.

General.—The Power House, Stores, General Office, Manager's bungalow, Hospital and Contractor's Office were linked by telephone.

A " Kip " wall at the loading depôt to facilitate the shunting of loaded mine cars to the Tippler was undertaken and completed.

The loop line for empty cars was regraded and the crossing moved 100 feet nearer the Incline mouth.

Banking for widening the surface tram line was also undertaken.

69. Coal mined in India.—In 1937 the coal mined in the various provinces of British India amounted to 22,335,528 tons against 20,583,962 tons in 1936 or an increase of 1,751,566 tons.

70. Quantity of coal despatched—

(i) *By rail.*—The quantity of coal carried by the East Indian and Bengal Nagpur Railways was as follows:—

	Tons.
East Indian Railway	14,801,796
Bengal Nagpur Railway	8,419,733

(ii) *Shipment from Calcutta.*—Shipments including bunker coal from the port of Calcutta to Indian and foreign ports during 1937-38 amounted to 2,546,430 tons of which 42,330 tons were on account of Indian railways as compared with 2,526,644 tons in 1936-37. 144,249 tons of Indian coal was shipped to the Ceylon Government Railway and 238,361 tons to the Burma Railways.

71. Tonnage of coal inspected by the State Railways Coal Department.—The State Railways' Coal Department inspected 8,302,783 tons coal during 1937-38 as compared with 6,713,053 tons in 1936-37.

72. Indian Coal Grading Board.—The Department continued to carry out work on behalf of the Indian Coal Grading Board during the year. The amount of cargo coal shipped under the Indian Coal Grading Board to various ports during 1937 was 1,832,735 tons and inspections were carried out by this department both at the collieries and Kidderpore docks.

CHAPTER VI.

ROLLING STOCK AND MATERIALS.

73. Additions to equipment.—During the year the following rolling stock, including arrears brought forward from previous years, was ordered for broad and metre gauge railways :—

Items.	Broad Gauge.	Metre Gauge.
Locomotives	34	38
Coaching stock	753	682
Goods stock	2,132	2,222

New rolling stock actually placed on the line during the year was as under :—

Items.	Broad Gauge.	Metre Gauge.
Locomotives	4	27
Coaching stock	297	308
Goods stock	2,115	731

The numbers of coaching and goods stock shown are in terms of four-wheelers, a bogie being reckoned as two four-wheelers. These figures do not, however, represent the actual net additions to rolling stock as they also include stock built in replacement of stock which had reached the end of their useful life.

No locomotives, coaching vehicles or goods wagons were obtained as additions during the year but of the number scrapped an adequate proportion was replaced by new stock.

73.1. Engines.—83 broad gauge locomotives were scrapped during the year of which 4 were replaced so that the number on 31st March was 79 less than at the beginning of the year. On the metre gauge 58 locomotives were scrapped and 27 were replaced with the result that at the end of the year there were 31 locomotives less than at the beginning. In the course of the year the average tractive effort per engine rose from 25,862 lbs. to 25,972 lbs. on the broad gauge and from 14,756 lbs. to 14,818 lbs. on the metre gauge.

73.2. Coaching vehicles.—The number of broad gauge coaching vehicles at the end of the year was 191 less than at the start as 488 were scrapped, of which only 297 were replaced. On the metre gauge 368 carriages were scrapped and 308 were replaced.

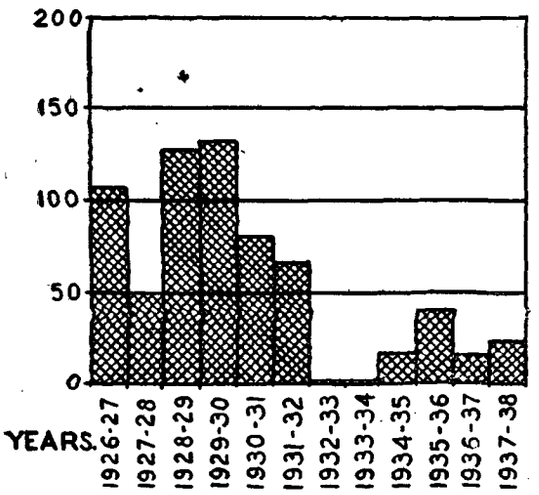
73.3. Wagons.—On the broad gauge 2,174 wagons were scrapped during the year against an addition of 2,115; on the metre gauge 1,445 wagons were scrapped of which 731 were replaced.

73.4. The graphs on the following pages show the total numbers of locomotives, boilers, carriages and wagons provided for in the programmes of Class I railways during the past twelve years. These figures include replacements and renewals.

74. Improved utilisation of rolling stock.—This is a matter which has received continuous attention for several years, and the Indian Railway Enquiry Committee focussed attention upon certain aspects of the problem in their Report. This subject covers an extensive field and many of the problems involve issues of considerable complexity. Apart from many investigations that the railways are conducting themselves, an Officer on Special Duty has been appointed, whose energies for the moment have been concentrated upon the increased utilisation of locomotives. A considerable amount of progress has been made up to date and it is probable that by the end of next year, it will be possible, with certainty, to prescribe measures that will virtually eliminate heated bearings, one of the greatest single obstacles to

(1)

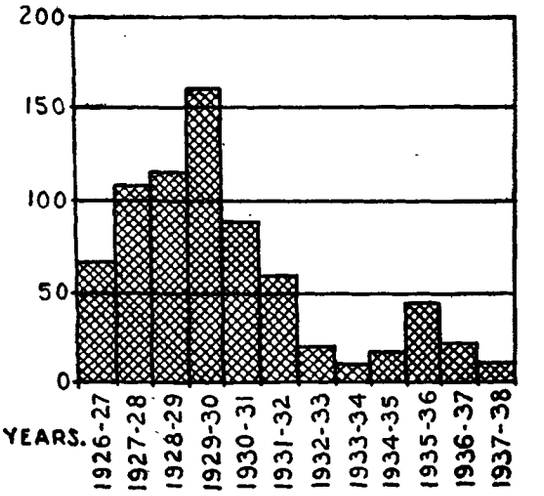
BROAD GAUGE.



Number of locomotives provided in the rolling stock programme.

(2)

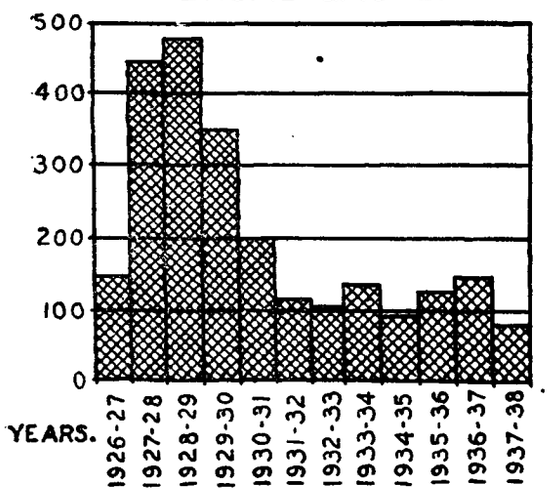
METRE GAUGE.



Number of locomotives provided in the rolling stock programme.

(3)

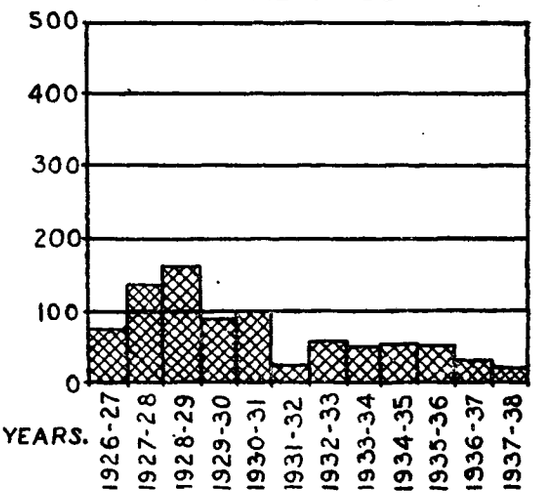
BROAD GAUGE.



Number of boilers provided in the rolling stock programme.

(4)

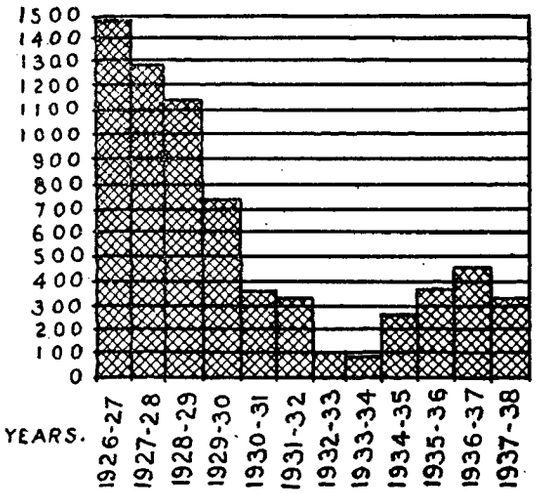
METRE GAUGE.



Number of boilers provided in the rolling stock programme.

(5)

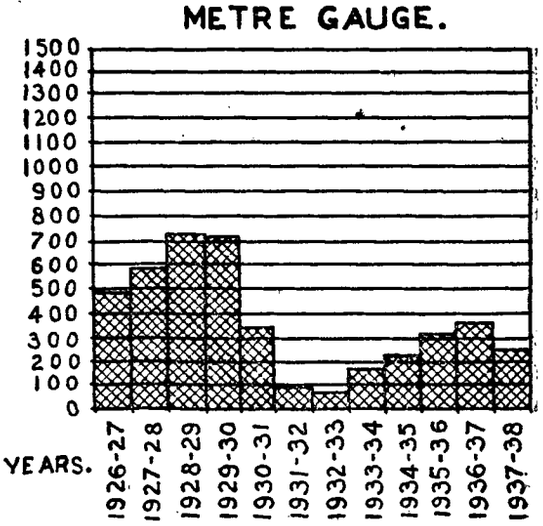
BROAD GAUGE.



Number of coaching stock units provided in the rolling stock programme.

(6)

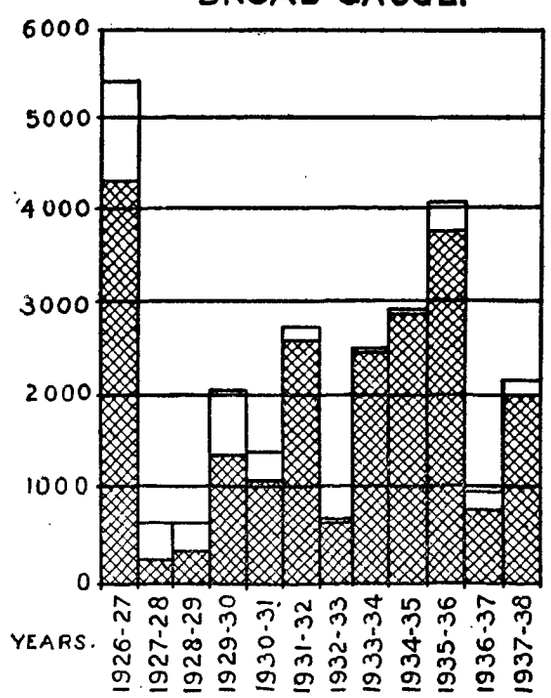
METRE GAUGE.



Number of coaching stock units provided in the rolling stock programme.

(7)

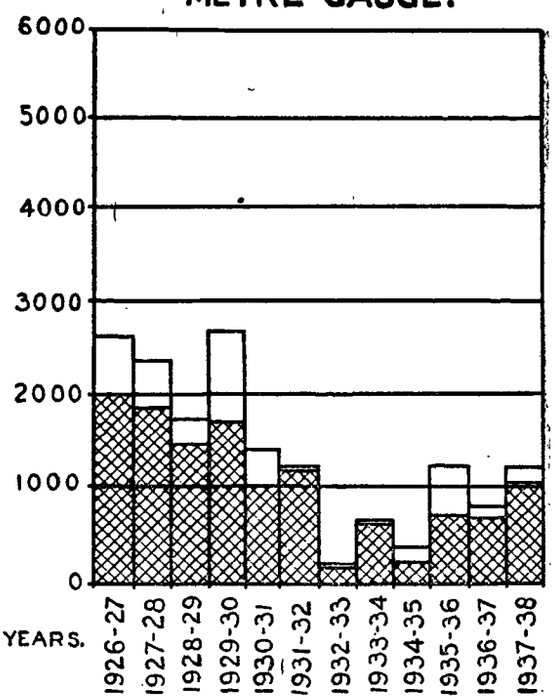
BROAD GAUGE.



General service and other types of wagons in units provided in the rolling stock programme.

(8)

METRE GAUGE.



General service and other types of wagons in units provided in the rolling stock programme.

General service wagons shown thus

Other types shown thus

intensive locomotive utilisation that exist to-day. The method of attack is a statistical analysis of a large series of technical experiments based upon considerations, the importance of which has not been fully recognised in the past.

With reference to usage of wagon stock, a large scale statistical investigation has just been completed. This investigation has thrown light upon the mechanical reasons which necessitate taking pooled wagons out of traffic for repair purposes. This, and number of subsidiary matters arising therefrom, will be followed up during 1938-39.

75. Reduction of Upper Class accommodation.—As a result of the recommendation of the Indian Railway Enquiry Committee the question of the waste of upper class accommodation was investigated by railways, and it was found that the following afforded avenues for effecting the reduction of surplus upper class accommodation:—

(i) Amalgamation of first and second classes into one upper class;

(ii) elimination of upper class accommodation on certain services;

(iii) cutting down upper class accommodation to actual requirements; and

(iv) provision of two-berth coupe compartments for first class in place of four-berth compartments.

First and second classes have been amalgamated into one upper class on the Assam Bengal Railway. Possibilities in this direction are under investigation on the Great Indian Peninsula Railway.

First class accommodation is being abolished on the narrow gauge section of the Bengal Nagpur Railway, on the Raniwara and Phalodi branches of the Jodhpur Railway and on certain services of the South Indian Railway. Upper class accommodation has been eliminated from various services on the Bombay, Baroda and Central India Railway, from 11 sections of the East Indian Railway and from 9 branch lines on the North Western Railway. The Madras and Southern Mahratta Railway have decided generally to remove first class accommodation from other than mail and express trains on main lines and first and second class accommodation on branch lines. The possibility of eliminating upper class accommodation on certain branch lines is under consideration by the Great Indian Peninsula Railway.

Upper class accommodation has been reduced on the Assam Bengal, North Western and His Exalted Highness the Nizam's State Railways. 8 broad gauge and 5 metre gauge first, second and intermediate bogie composites were converted into first, second, intermediate and third on the Eastern Bengal Railway, resulting in the reduction of the total seating capacity of first and second classes by 32 and 48 seats, respectively, on the broad gauge and 30 and 20 seats, respectively, on the metre gauge. More conversions of this nature are in hand. On the East Indian Railway, second and intermediate class carriages are being constructed in replacement of first and second composites and first class carriages and first and second class composites are being converted into tri-composites and quadri-composites. On the South Indian Railway 3 bogie first class carriages were converted into composite second and third and one bogie first class into composite first, second and third. The question of altering the designs of certain types of composite coaches to provide accommodation for the various classes more in proportion to actual requirements, is being investigated by the Great Indian Peninsula Railway.

First class two-berth coupes were provided generally in new stock in preference to 4-berth compartments.

76. Supply of rails and fishplates from indigenous sources.—During the year under review orders amounting to approximately 72,487 tons of rails and 2,628 tons of fishplates were placed with Messrs. The Tata Iron and Steel Company, Limited.

77. Purchase of timber for Carriage and Wagon building.—The total value of the timber other than sleepers bought by Class I railways (other than His Exalted Highness the Nizam's State and the Jodhpur Railways) during the year was Rs. 34·94 lakhs, compared with Rs. 42·75 lakhs in 1936-37, Rs. 40·28 lakhs in 1935-36 and Rs. 30·46 lakhs in 1934-35. By contrast, in 1927-28, when construction was active, the expenditure was Rs. 140·6 lakhs.

The price of teak is still too low to justify considering the use of indigenous timbers for construction of carriage stock. A life of no more than 10 years can be expected from indigenous timbers, whereas teak boards remain serviceable throughout the life of a vehicle which is about 30 years. The Lillooah kilns have in the circumstances remained closed throughout the year. They are, however, being maintained in their present condition; for should a national emergency arise it might be difficult to obtain teak squares from Burma and be found necessary again to use indigenous timbers for carriage construction.

The total amount of timber used by all Class I railways other than the Burma Railways, His Exalted Highness the Nizam's State Railway and the Jodhpur Railway in terms of round logs was 41,000 tons in 1936-37 as compared with 38,000 tons in 1935-36, 34,000 tons in 1934-35 and 29,000 tons in 1933-34. The percentage of Burma teak bought in 1936-37 in terms of round logs, was approximately 43, compared with *40 in 1935-36 and *36 in 1934-35. The rise is believed to be due mainly to the increase in new construction, for which Burma teak is in special demand, whilst cheaper woods are used rather for repairs and rough work such as wagon floor boards.

78. Wooden Sleeper Purchase Organisation.—The total purchases of wooden sleepers during the last four years have been :—

	(Number of sleepers in lakhs.)			
	1934-35.	1935-36.	1936-37.	1937-38.
Broad gauge .	12·09	12·33	15·05	12·59
Metre gauge .	13·90	14·11	14·83	14·28
Narrow gauge .	1·51	1·42	1·71	1·61

The relative position of the various kinds of sleepers can be seen from the following percentages, based on the total number of sleepers in the track of Class I railways :—

	1937-38.			
	Wood.	Cast Iron.	Steel.	Other kinds.
Broad gauge . .	42·2	40·1	17·4	0·3
Metre gauge . .	70·6	5·6	23·7	0·1

The wooden sleeper track mileage of all gauges on Class I railways on March 31st, 1938, was 27,267 out of a grand total of 53,147 miles.

No wooden sleepers were imported. The prices of *sal* sleepers in the Eastern Group in 1937-38 averaged about Rs. 4-9-7 for broad gauge and Rs. 1-11-7 for metre gauge, compared with Rs. 4-10-10 and Rs. 1-11-3 respectively in 1936-37.

At Dhilwan on the North Western Railway the following soft wood broad gauge and narrow gauge sleepers from coniferous trees were impregnated with a mixture of 40 per cent. creosote and 60 per cent. fuel oil :—

——	Fir.	*Chir* pine.	*Kail* pine.	Deodar.	TOTAL.
1. Number of sleepers treated (broad gauge)	87,346	248,053	19,595	92,670	447,664
(narrow gauge)	50	100	1	42	193
2. Average absorption of creosote per sleeper (40 per cent. of mixture).	6·052	5·952	5·936	4·176	..
3. Average absorption of liquid fuel (60 per cent. of mixture).	9·078	8·928	8·904	6·264	..
4. Average total absorption per sleeper .	15·13	14·88	14·84	10·44	..
5. Approximate average absorption per cubic foot.	4·80	4·80	4·49	3·20	..

* These figures correct the figures shown last year.

The cost of treated sleepers for the year 1937-38 was :—

—	Average cost of untreated sleeper.	Cost of treating per sleeper, including freight of sleeper to Dhilwan.	Sleeper Pool Control charges.	Total average cost of treated sleeper.
	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.
Deodar	4 11 8	0 14 4	0 3 1	5 13 1
Kail pine	3 8 0	1 1 8	0 3 1	4 12 9
Chir pine	3 3 4	1 7 11	0 3 1	4 14 4
Fir	2 12 0	0 15 10	0 3 1	3 14 11

The cost of creosote and liquid fuel this year was slightly higher than last year. This was, however, to some extent, counterbalanced by slightly lower labour charges and lower depreciation and interest charges.

The total amount spent on wooden sleepers on Class I railways (excluding His Exalted Highness the Nizam's State and the Jodhpur Railways) was Rs. 1·03 crores in 1937-38 compared with Rs. 1·12 crores in 1936-37 and Rs. 1·14 crores in 1935-36.

The annual meeting of the Sleeper Pool Committee was held at New Delhi on the 12th November 1937.

79. Value of railway materials purchased.—For the purpose of comparison with the previous year the value of the purchases by the Burma Railways which were included in Class I railways in 1936-37 have been excluded.

The value of stores purchased by Class I railways (excluding His Exalted Highness the Nizam's State and Jodhpur Railways which are mainly the property of Indian States) amounted to Rs. 15·01 crores which is an increase of Rs. 1·85 crores as compared with the previous year. The principal increases, as indicated in the statement below, were under stores such as hardware, copper, tin and zinc ware, etc. (Rs. 95 lakhs), rolling stock (Rs. 88 lakhs), and building materials, water mains, sewage system and track and yard enclosing material, etc. (Rs. 17 lakhs). There were decreases under permanent way material and track tools (Rs. 19 lakhs) and bridge works and its parts, fittings and special fastenings (Rs. 9 lakhs).

(Figures in lakhs of rupees.)

Particulars.	VALUE OF IMPORTED MATERIALS.			Value of indigenous materials.	TOTAL PURCHASES.	
	Purchased direct.	Purchased through agents in India.	Total imported materials.		1937-38	1936-37.*
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
A. Bridge work and its parts, fittings and special fastenings.	3	1	4	7	11	20
B. Engineering plant and components including all hand and power machinery.	1	5	6	2	8	12
C. Workshop machinery, plant and equipment including pneumatic machinery and tools.	7	15	22	4	26	23
D. Permanent way material and track tools	9	7	16	2,38	2,54	2,73
E. Rolling stock	74	1,48	2,22	89	3,11	2,23
F. Building materials, water mains, sewage system and track and yard enclosing materials and signal and interlocking materials, etc.	4	20	24	33	57	40

* Excluding Burma Railways.

(Figures in lakhs of rupees.)

Particulars.	VALUE OF IMPORTED MATERIALS.			Value of indigenous materials.	TOTAL PURCHASES.	
	Purchased direct.	Purchased through agents in India.	Total imported materials.		1937-38.	1936-37.*
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
G. Stores hardware, copper, tin and zinc ware, all leather, canvas and India rubber in bulk, metals, painters' stores, timber and fuel and fuel oil, etc.	12	1,27	1,39	3,93	5,32	4,37
H. Electrical and train and locomotive lighting plants and materials, etc., and telegraph and telephone equipment.	10	58	68	5	73	72
All other stores	5	86	91	1,38	2,29	2,16
TOTAL .	1,25	4,67	5,92	9,09	15,01	13,16

* Excluding Burma Railways.

80. Value of stores purchased by State-managed and Company-managed Railways during 1931-32 to 1937-38, value of stores purchased by those railways through the Indian Stores Department and value of stores purchases controlled by the Railway Board for those railways during that period.—A statement is given below showing the value of stores imported direct, imported stores purchased in India and indigenous stores purchased by the State-managed and Company-managed Railways during the years 1931-32 to 1937-38, together with the value of stores purchased by those railways through the Indian Stores Department and also the value of stores purchases controlled by the Railway Board during the same period :—

(Figures in thousands o rupees.)

Railways.	TOTAL VALUE OF STORES PURCHASED.				Value of stores purchased through Indian Stores Department.	Percentage Column 6 to Column 5.	Value of stores purchases controlled by the Railway Board.	Percentage Column 8 to Column 5.
	Stores imported direct.	Imported stores purchased in India.	Stores of Indian manufacture or of indigenous origin.	Total.				
1	2	3	4	5	6	7	8	9
1931-32.								
State-managed .	1,03,23	2,91,56	5,47,71	9,42,50	1,18,08	12·53	4,51,48	47·90
Company-managed .	1,41,21	1,28,46	3,87,24	6,56,91	7,87	1·20	1,73,73	26·42
TOTAL .	2,44,44	4,20,02	9,34,95	15,99,41	1,25,95	7·87	6,25,21	39·10
1932-33.								
State-managed .	8,54	2,26,28	3,95,16	6,29,98	1,46,84	23·38	2,61,05	41·44
Company-managed .	79,00	1,07,12	2,87,83	4,73,95	4,70	0·99	95,87	20·23
TOTAL .	87,54	3,33,40	6,82,99	11,03,93	1,51,54	13·72	3,56,92	32·33
1933-34.								
State-managed .	6,81	2,50,63	4,94,51	7,51,95	1,70,93	22·73	3,22,17	42·84
Company-managed .	66,36	1,12,71	2,65,56	4,44,63	3,81	0·85	77,58	17·45
TOTAL .	73,17	3,63,34	7,60,07	11,96,58	1,74,74	14·60	3,99,75	33·40
1934-35.								
State-managed .	5,40	2,57,11	5,42,69	8,05,20	2,53,51	31·48	3,48,19	43·24
Company-managed .	1,10,90	1,45,65	3,51,58	6,08,13	6,15	1·01	1,40,18	23·05
TOTAL .	1,16,30	4,02,76	8,94,27	14,13,33	2,59,66	18·37	4,88,37	34·55
1935-36.								
State-managed. .	6,37	3,36,88	6,14,15	9,57,40	2,78,11	29·05	4,05,78	42·38
Company-managed .	1,23,99	1,32,21	3,43,68	5,99,88	6,76	1·13	1,40,28	23·38
TOTAL .	1,30,36	4,69,09	9,57,83	15,57,28	2,84,87	18·29	5,46,06	35·06
1936-37.								
State-managed .	5,31	2,58,65	5,33,26	7,97,22	*3,29,44	41·32	3,17,91	39·88
Company-managed .	1,18,12	1,18,13	3,30,41	5,66,66	28,32	5·00	1,10,46	19·49
TOTAL .	1,23,43	3,76,78	8,63,67	13,63,88	3,57,76	26·23	4,28,37	30·69
1937-38.								
State-managed .	37	3,22,00	5,46,75	8,69,12	†3,83,53	44·13	3,06,99	35·32
Company-managed .	1,24,71	1,45,30	3,61,52	6,31,53	7,71	1·22	1,34,37	21·27
TOTAL .	1,25,08	4,67,30	9,08,27	15,00,65	3,91,24	26·07	4,41,36	29·41

* Purchases to the value of Rs. 97,198 for the Chief Mining Engineer, Railway Board, Rs. 5,043 for the Central Publicity Bureau, Indian State Railways, and Rs. 251 for the Railway Clearing Accounts Office made through the Indian Stores Department during 1936-37 are omitted from this figure.

† Purchases to the value of Rs. 5,51,611 for Chief Mining Engineer, Railway Board, Rs. 9,001 for the Central Publicity Bureau, Indian State Railways, and Rs. 413 for the Railway Clearing Accounts Office made through the Indian Stores Department during 1937-38 are omitted from this figure.

It will be seen that the value of stores imported direct by the State-managed Railways has decreased from Rs. 103·23 lakhs in 1931-32 to Rs. 0·37 lakhs in 1937-38. This reduction is, however, very largely due to the separation of Burma and the consequent omission of the Burma Railways' purchases from the statement. The percentage of the value of indigenous stores to the total value of all stores purchased by State-managed Railways has increased from 58·11 per cent. in 1931-32 to 62·91 per cent. in 1937-38. The value of stores purchased by these railways through the Indian Stores Department has also been increasing steadily.

In the case of Company-managed Railways the value of stores imported direct during the aforesaid period decreased from Rs. 141·21 lakhs to 124·71 lakhs.

81. Purchase of Stores by railways through the Indian Stores Department.—The total value of stores purchased by all railways through the agency of the Indian Stores Department during the year under review amounted to Rs. 4,08,49,822 of which Rs. 23,46,963 represented the value of textiles and Rs. 3,85,02,859 the value of engineering, hardware and miscellaneous stores. The list of items, the purchase of which by the State-managed Railways through the agency of the Indian Stores Department is obligatory was reviewed and the following items of railway stores were added to it:—

Blocks, pulley.
Hydrants, loco.
Machines, riveting, hydraulic.
Machines, rock drilling.
Machines, stone breaking.
Mills, mortar.
Mills, pug.
Mills, soorkee.
Plant, disinfecting.
Plants, chlorinating and water treatment other than plant forming part of large water softening and filtration schemes.
Road rollers.
Fans and blowers, foundry and forge.
Furnaces and forges.
Gauges, pressure (steam, air or water).
Presses, hydraulic (forging, wheel, etc.).
Pumps, boiler testing.
Sand blasting apparatus.
Shafting, pulleys and shafting fittings.
Wood working machinery.
Plates, copper, for locomotive fire boxes.
Twine and sutlee.
Webbing.
Sanitary ware and fittings.
Lead seals.
Stoves and cooking ranges other than stoves and ranges required for rolling stock.
Soda ash.
Soda, caustic and washing.
All electrical measuring instruments and meters with accessories.
Electrical heating appliances, electrical fittings for external lighting including flood lights and flood light fittings.

The value of stores purchased by railways through the Indian Stores Department increased from Rs. 361·63 lakhs during the previous year to Rs. 408·50 lakhs during the year under review.

82. Cost of maintenance and supply of locomotive power and cost of maintenance and operation of carriage and wagon stock.—The results obtained during the year under review and the eleven previous years in regard to the cost of maintenance and supply of locomotive power under the three major heads of accounts (running repairs, workshop repairs and operating expenses) and also of the cost of maintenance and operation of carriage and wagon stock per 1,000 gross ton miles, for both broad and metre gauges of the Class I railways in India, are reproduced in graphic form on the two following pages.

83. Air-conditioned coaches.—Mention was made in the last report of the decision of the Railway Board to initiate an experiment with five first class air-conditioned coaches on the Bombay-Calcutta Mail Service. These coaches were placed in service in November, 1937. In addition, one air-conditioned coach was provided by the Bombay, Baroda and Central India Railway and placed in service in September, 1937, on the Frontier Mail Service between Bombay and Delhi. The results obtained by the end of the year under review indicate that the outlay incurred on these air-conditioned coaches will be amply justified.

84. Central Standards Office for Railways.—(1) *Civil Engineering Branch.*—During the year under review, the Civil Engineering Branch of the Central Standards Office standardized and issued the following drawings :—

Bridges—

(1) Broad gauge plate girder 60 ft. span of high tensile steel for M.L. loading.

(2) Broad gauge plate girders 80 ft. and 100 ft. spans of high tensile steel for H.M. and M.L. loadings.

(3) Metre gauge plate girder 80 ft. span of mild steel for H.M. and M.L. loadings.

(4) Gangway and trolley refuge for 100 ft. span plate girders.

(5) Broad gauge masonry-arched bridges of 10 ft. span for H.M. and M.L. loadings and 12 ft., 15 ft. and 20 ft. spans for M.L. loading.

Permanent Way—

(1) Combination fishplates for 90R-90B.S., 75R-75B.S. and 60R-60B.S. rail section.

(2) Switch anchors for broad gauge 21 ft. and 15 ft. 6 in. and metre gauge 18 ft. and 13 ft. 6 in. switches.

(3) 1 in $8\frac{1}{2}$ turnout and 13 ft. 6 in. over-riding switch, metre gauge 75R F.F.

(4) 1 in $8\frac{1}{2}$ diamond crossing with single and double slips, metre gauge 60R F.F.

(5) 1 in $8\frac{1}{2}$ scissors crossover 14′-6″ track centres, metre gauge 60R F.F.

(6) Transverse steel sleepers with Mill's spring loose jaws and standard two-way keys for broad gauge 115, 90R, 75R and metre gauge 75R, 60R and 50R F.F. rails.

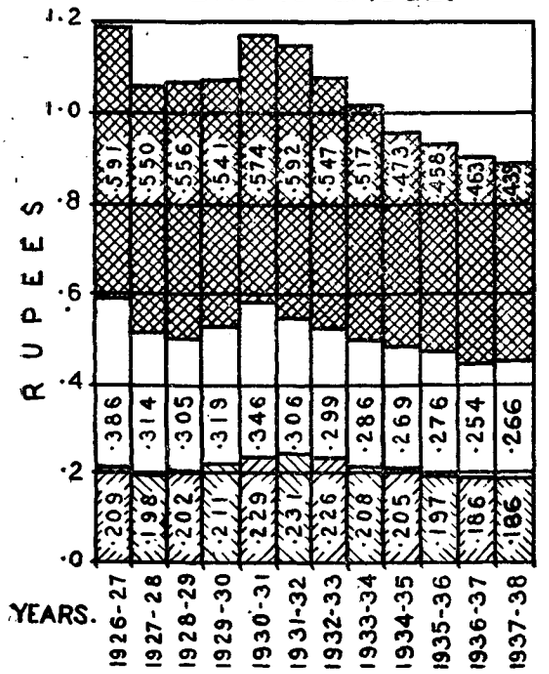
(7) Transverse steel sleepers with pressed-up lugs and standard two-way keys for metre gauge 75R, 60R and 50R rails.

(8) Transverse steel sleepers with C.S.O. type loose jaws and standard two-way keys for broad gauge 115, 90R and 75R rails.

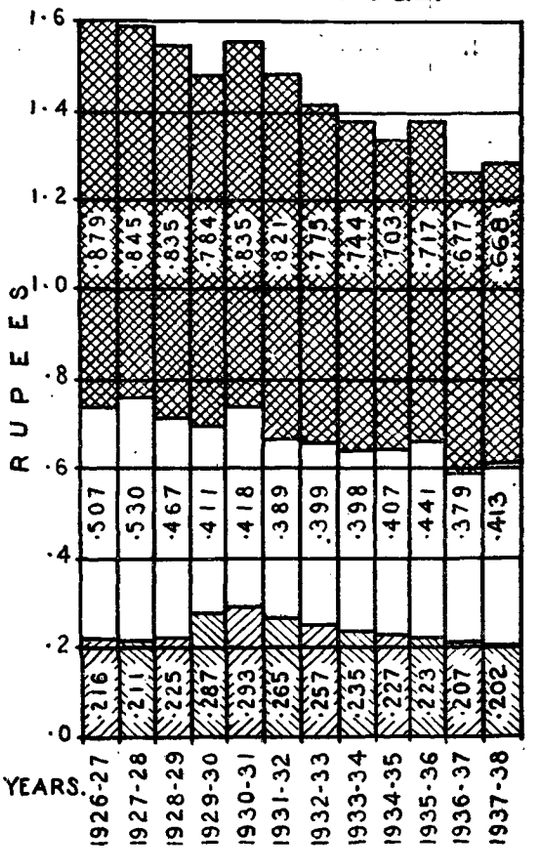
Running repairs shown thus
Workshop repairs shown thus
Operating expenses shown thus

COST OF MAINTENANCE AND SUPPLY OF LOCOMOTIVE POWER PER 1,000 GROSS TON MILES.

(1)
BROAD GAUGE.

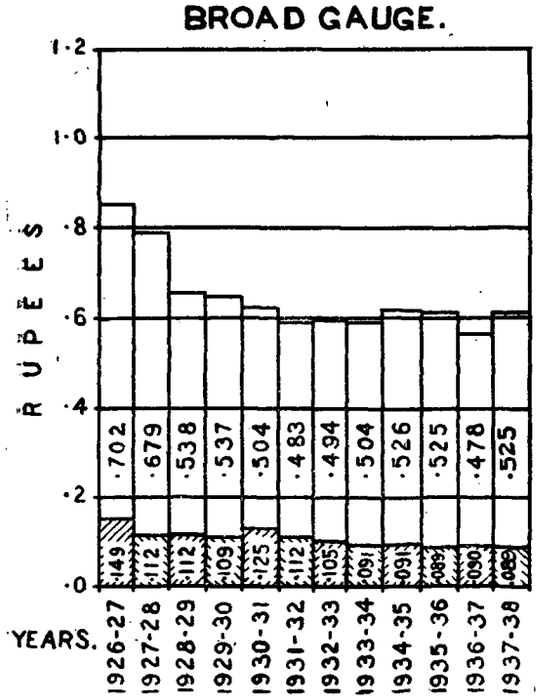


(2)
METRE GAUGE.



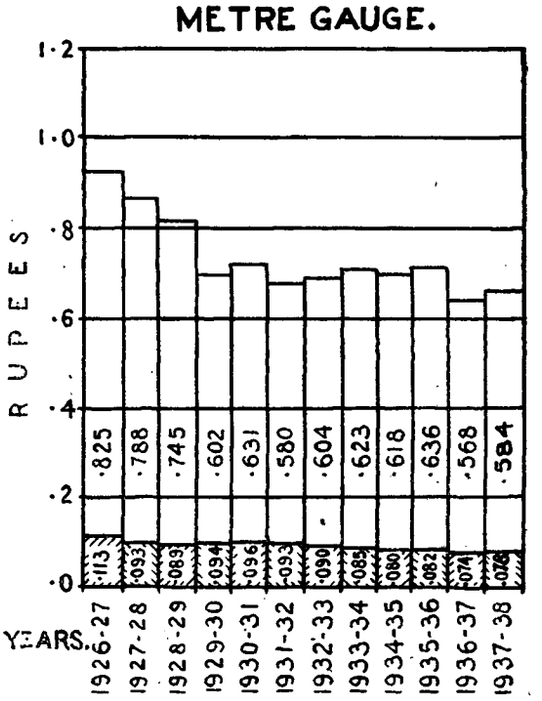
COST OF MAINTENANCE AND OPERATION OF CARRIAGE AND WAGON STOCK PER 1,000 GROSS TON MILES.

(3)
BROAD GAUGE.



COACHING VEHICLES.

(4)
METRE GAUGE.

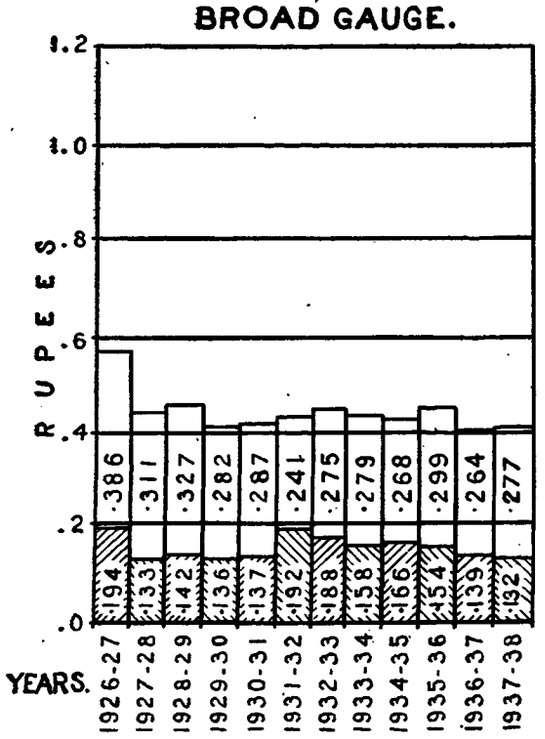


COACHING VEHICLES.

Running repairs shown thus
Workshop repairs shown thus
Operating expenses shown thus

(5)

BROAD GAUGE.

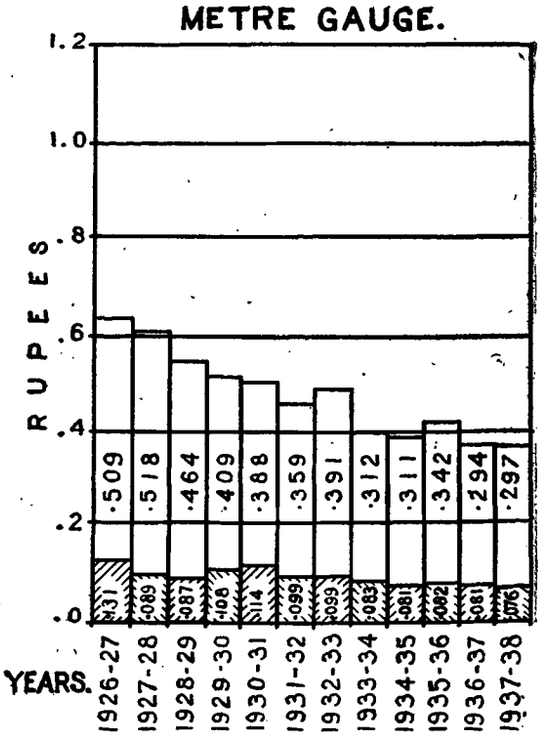


GOODS VEHICLES.

Cost of maintenance and operation of carriage and wagon stock per 1,000 gross ton miles.

(6)

METRE GAUGE.

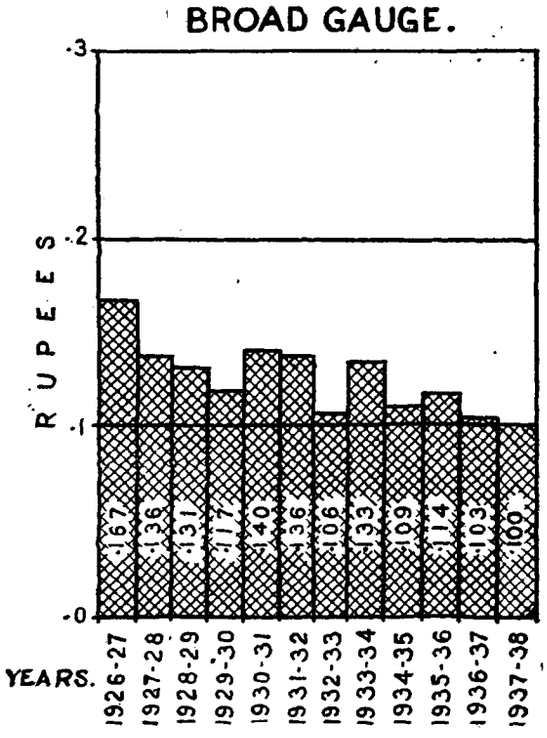


GOODS VEHICLES.

Cost of maintenance and operation of carriage and wagon stock per 1,000 gross ton miles.

(7)

BROAD GAUGE.

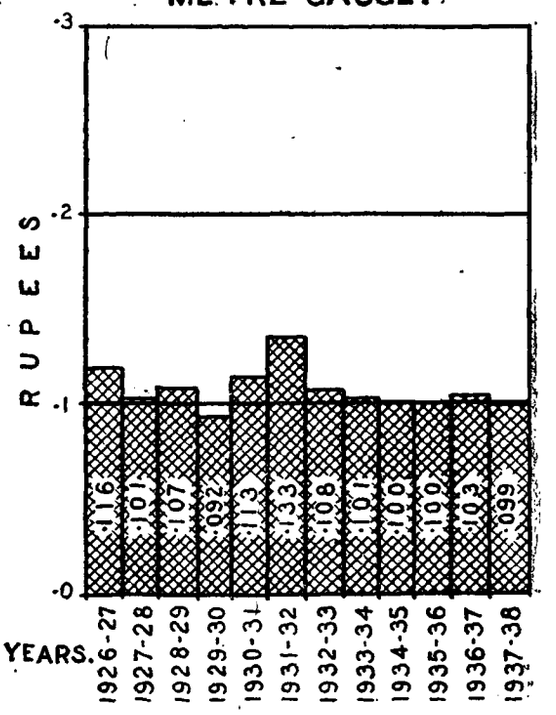


OPERATING EXPENSES.

Cost of operation of carriage and wagon stock per 1,000 gross ton miles.

(8)

METRE GAUGE.



OPERATING EXPENSES.

Cost of operation of carriage and wagon stock per 1,000 gross ton miles.

Permanent Way—contd.

(9) C.I. anti-creep bearing plate for broad gauge 90R and 90B.S. rails.

Roofs and Sheds—

(1) Roof over 23 ft., 30 ft., 34ft., 40 ft., 50 ft. and 60 ft. wide island passenger platforms, broad gauge.

(2) Roof over 20 ft. 2 in. and 37 ft. 2 in. wide island passenger platforms, metre gauge.

Signalling and Interlocking—

(1) Crank—horizontal 12″ × 12″ high, medium and low.

(2) Signals, Dwarf—1 arm and 2 arms and shunt—1 arm and 2 arms.

(3) Roller guides—1 way to 5 ways.

(4) Lock bar clips for 115, 90R and 75R rails.

In addition to the above, the following drawings were prepared by the Central Standards Office and issued as tentative standards:—

Bridges—

(1) Metre gauge plate girder 64 ft. span of high tensile steel for M.L. loading.

(2) Broad gauge plate girders 10 ft. and 12 ft. spans of mild steel for M.L. loading.

(3) R.C. slab top 6 ft. and 12 ft. spans for broad gauge M.L. loading.

(4) R.C. pipe culvert 1′-6″ dia. for broad gauge, M.L. loading.

Permanent Way—

(1) Rail-free Duplex cast iron joint sleeper (flat bottom type) for broad gauge 115 and 90R and metre gauge 60R rails.

(2) 1 in 12 spring crossing for broad gauge 90R.

(3) 1 in 8½ diamond crossing with single and double slips for broad gauge 75R.

(4) 1 in 10 diamond crossing with single and double slips for broad gauge 90R.

(5) 1 in 12 scissors crossover 14 ft. 6 in. track centres for metre gauge 60R.

(6) Rolled steel check rails on level crossings for broad gauge 90R and metre gauge 60R rails.

(7) Cast iron bearing plate for broad gauge 90R and 90B.S.

(8) Expansion joints for canted and vertical rails for broad gauge 90R for spans up to—

(i) 100 ft., and

(ii) 350 ft.

(9) Combination fishplates for 90R-75B.S., 60R-50B.S. and 60R-50N.S.

Roofs and Sheds—

(1) Roof over 45 ft. 6 in. wide broad gauge and 27 ft. wide metre gauge island passenger platforms.

Signalling and Interlocking—

(1) Facing point lock.

(2) Point adjusting screw.

(3) Rotary detector.

(2) *Mechanical Engineering Branch.*—The larger part of the work done in the Mechanical Drawing Office was in connection with the minutes of the 19th and 20th meetings of both the Locomotive Standards and Carriage

and Wagon Standards Committees. The recommendations made by these committees were investigated and old standards altered or new ones introduced in accordance with the orders of the Railway Board passed on the different proposals made. In addition, experimental designs were evolved in connection with the heated bearing investigation. Master sets of part drawings relating to wagons, underframes, automatic vacuum brake and track tools were kept up-to-date. Approximately 355 new wagon underframe and C part drawings were issued.

Details regarding the designs of the WL, WM, WV and WW type locomotives were scrutinised and settled in correspondence with the Consulting Engineers.

Advantage was taken of the manufacture of W series locomotives during the year to make a start on locomotive part drawings. An officer of the Central Standards Office on leave in England was instructed to collaborate with the Consulting Engineers and the builders in evolving a suitable system of part-numbering of locomotive parts.

The same officer was also asked to discuss with the Consulting Engineers the question of coupling and connecting rod fractures and a satisfactory formula for the design has now been evolved.

(3) *Specifications Branch.*—During the year under review, the Specification Section of the Central Standards Office standardized and issued new Indian Railway Standard Specifications for the following:—

(1) Tubular steel signal poles.
(2) Train lighting dynamo axle pulleys (broad gauge and metre gauge).
(3) Conditions of contract for electrical wiring of railway buildings.
(4) Locomotive electric headlight and Lighting equipment (broad gauge and metre gauge).
(5) Nails, wire.
(6) Steel plates for inside fire boxes for locomotives (plain and flanged).
(7) Fang bolts, Indian Railway Standard.
(8) Carriage body fittings.
(9) Tender advertisement and tender notice for electrical wiring of railway buildings.

22 I.R.S. Specifications were revised and re-issued, while 8 were modified through the issue of corrigendum or addendum slips. 7 I.R.S. Specifications were cancelled, and Indian Stores Department Standard Specifications for the same adopted in lieu thereof for use on railways. In addition, 39 Indian Stores Department Standard Specifications and 10 British Standard Specifications were adopted for use on railways.

85. Standardization Committees.—The various standardization committees continued to perform valuable work concerning which details are given below:—

85.1. Locomotive Standards Committee.—The Locomotive Standards Committee met in December, 1937. Based on experience in service, a number of modifications to existing designs were recommended and successful trial fittings were standardized. Some of the principal subjects dealt with are detailed below:—

(i) Review of data regarding hot bearings.

(ii) Trials on YF type engines with the German type of draft gear, Ferodo-lined slides and limited side movement of hind truck.

(iii) Consideration of a preliminary report received from Officer on Special Duty and reports from Great Indian Peninsula and North Western Railways on the running of XA, XB and XC class engines fitted with the German type of draft gear,

Ferodo-lined bogie slides and pivot centres and Ferodo-lined hind truck flat slides.

(iv) Consideration of a report of Officer on Special Duty on the curving of XC and XE class engines.

(v) Standardization of sizes of steel pipes for I.R.S. locomotives.

(vi) Consideration of draft specification for locomotive headlights.

85.2. Carriage and Wagon Standards Committee.—The Carriage and Wagon Standards Committee met twice during the year, in July, 1937 and March, 1938. At the July meeting, the committee considered the extent to which railways should be permitted to depart from existing standards and decided that, in view of the latitude in layout now permitted under the Railway Board's orders, standard body construction drawings would only be required for parts unaffected by variations in layout. The future policy of carriage part drawings was examined and recommendations made regarding their retention or otherwise. Recommendations relating to the designing of light weight coaching stock were also made and it was decided that the question should be investigated by the Central Standards Office. At the March meeting, the committee recommended a number of modifications in the design of mechanical and electrical components as a result of experience in service. Among the other subjects dealt with by the committee are the following:—

(i) Acceptance of high tensile broad gauge underframes for 1939-40 requirements of railways.

(ii) Desirability of obtaining for trial purposes broad and metre gauge bogies to designs prepared by Messrs. The Schweizerische Wagons and Aufzugefabrik A.G. Schlieren—Zurich.

(iii) Adoption of semi-steel horncheeks as standard for broad and metre gauge coaching stock.

(iv) Extensive trials on spring steel re-rolled from tyres.

(v) Investigation into the design of spring steel bushes for brake gear.

(vi) Adoption of Tis-cor steel as a permissible alternative for wagon roofs and panels.

(vii) Saving in weight that can be effected on coaching stock taking into account the economic factor.

85.3. Bridge Standards Committee.—The Committee met in January, 1938, and made recommendations on the following:—

(i) A standard specification for concrete construction other than reinforced concrete construction.

(ii) Messrs. Rendel, Palmer and Tritton's remarks regarding the I.R.S. Code of Practice for Bridge and Structural design employing high tensile steel.

(iii) Design of the most suitable type of substructure, *i.e.*, abutment walls, foundations, etc., for standard reinforced concrete slab top openings.

(iv) Features, dimensions, etc., to be followed in the preparation of standard designs of masonry bridge foundations, piers and abutments of girder bridges of standard spans.

(v) A proposal received from the Deputy Chief Engineer, Bridges, North Western Railway, to adopt a modified type of expansion rocker bearing for lattice girder bridges.

(vi) Tentative standard designs of water tank stagings prepared by the Central Standards Office.

(vii) A suitable range of spans for reinforced concrete slab top bridges. Designs of slab tops prepared by the Central Standards Office.

(viii) Designs of reinforced concrete pipe culverts prepared by the Central Standards Office.

(ix) Pre-stressing of lattice girders and their design.

(x) Reports on the results of experiments made by the Great Indian Peninsula, Bombay, Baroda and Central India and East Indian Railways on the use of rubber and cast iron sleeper pads.

(xi) Criticisms of the I.R.S. Code of Practice for the Design of Structural Steelwork other than bridges carrying rail or road traffic.

(xii) Results of experiments on the effects of arc-welding on to structural members already under stress carried out by the Deputy Chief Engineer, Bridges, North Western and Great Indian Peninsula Railways.

(xiii) Revised drawing No. B-3030 of standard profile of 350 feet span high tensile steel truss girder.

(xiv) Suggestion to revise clause 17 of the Bridge Rules in the light of clause 18 of the British Standard Specification No. 153, Parts 3, 4 and 5—1937.

(xv) Economics of shop welding parts and secondary members in new girder construction.

(xvi) Application of the " secant " formula for struts adopted in the Code of Practice for Bridge and Structural Design employing high tensile steel to the case of mild steel.

85.4. Track Standards Committee.—The Committee met in December, 1937, and made recommendations on the following :—

(i) The Signalling and Interlocking Standards Committee's recommendations for the preparation of standard drawings of insulated rail joints.

(ii) The Signalling and Interlocking Standards Committee's recommendations regarding the standard position for stretcher bars.

(iii) Report submitted by the Bombay, Baroda and Central India Railway on the rail expansion joint used on the Nerbudda Bridge and designs of rail expansion joints prepared by the Central Standards Office.

(iv) Designs of combination fish-plates prepared by the Central Standards Office and the question as to what further drawings were necessary.

(v) Designs of Hadfield's Era manganese steel combination fishplates submitted by Messrs. Balmer Lawrie and Company, Limited, and their suitability for adoption as permissible alternatives to standard designs.

(vi) Designs of special layouts for 1 in $8\frac{1}{2}$ turnouts to meet the case of gathering lines where the stock rail butts against the crossing prepared by the Central Standards Office.

(vii) Drawings of the 90R broad gauge spring crossings prepared by the Central Standards Office.

(viii) The suggestion to locate the leading stretcher bar for diamonds and slips between the 1st and 2nd sleepers instead of its present position between the 2nd and 3rd sleepers from the toe of the switch.

(ix) Drawings and specimens of tools in use on the North Western and East Indian Railways for opening split cotters used with CST 9 type sleepers.

(x) Design of guard rails and fittings for level crossing prepared by the Central Standards Office and comments thereon by railways.

(xi) Modified designs of—

(1) the lightest type of broad gauge inspection trolley,

(2) a modified type of the above suitable for use by permanent way staff,

(3) the lightest type of metre gauge inspection trolley,

and a suggestion from the Baldwin Locomotive Works, Calcutta, regarding the insulation of push trolley axles.

(xii) The drawing of a 90R cast iron bearing plate for use in conjunction with the anti-creep bearing plate prepared by the Central Standards Office.

(xiii) Reports submitted by railways and the question of preparing special design of rail section for hill railways.

(xiv) A suggestion to standardize complete layouts for crossovers and the question of preparing standard drawings for crossovers for 14 ft., 15'-6" and 17 ft. track centres suitable for both steel or wood.

A typical layout plan for a broad gauge crossover with track centres at 14 ft. for steel sleepers.

(xv) Designs for broad gauge and metre gauge Duplex joint sleepers prepared by the Central Standards Office and modified in the light of results of research investigations carried out into the matter of securing uniformity of track depression throughout the track.

(xvi) Use of chrome rails for points and crossings. Camber, composition and heat treatment of rails.

85.5. Signalling and Interlocking Standards Committee.—The committee met in November, 1937, and made recommendations on the following:—

(i) Draft new clauses for the Block Signalling Manual.

(ii) Drawings of signal poles, bracket poles and doll poles and criticisms thereon. Design of bracket signals prepared by the Central Standards Office.

(iii) Comments on drawings of—

(*a*) 1" point adjusting screw, and

(*b*) Facing point lock,

prepared by the Central Standards Office.

(iv) The Great Indian Peninsula Railway's proposal to standardize the revised design of one day fount, shown on their drawing No. R-6911, for use in lamps SA-2800 and SA-2801 in place of the existing standard fount drawing No. SA-2836.

(v) The proposal to revise I.R.S. Detector Base drawing on the lines of Great Indian Peninsula Railway drawing and to modify the drawing of point slides for detectors.

(vi) Drawings of insulated rail joints received from railways and the question of preparing standard drawings.

(vii) Standard position of stretcher bars fixed by the Central Standards Office.

(viii) Certain difficulties which had arisen in fixing nipples to signalling and interlocking fittings for grease lubrication.

(ix) Preparation of standard designs of various signalling and interlocking fittings, drawings of which were collected from various railways.

(x) Suggestion to adopt South Indian Railway's method of insulating the stretcher bars and to issue their design as an alternative standard design.

(xi) The question of preparing standard designs of apparatus to comply with the provisions of revised Part I, Section 6 of the Manual of Signalling and Interlocking.

(xii) Preparation of standard plans for facing point lock layouts.

(xiii) Specification for kerosenes.

(xiv) Draft standard specification for armoured cable multicore for signalling purposes, 250 volts, 600 megohm grade.

85.6. Standing Committee on Standards and Specifications for Indian Railways.—The Committee met in January, 1938. They considered 59 items outstanding from previous meetings and 6 new items, and made recommendations. Amongst the principal subjects considered were :—

(1) Standardization of hand signal lamps.

(2) Standardization of crockery and cutlery used on railways.

(3) Standardization of disinfectants for sanitary purposes.

(4) Interchange of results of practical test on materials.

(5) Conditions of contract.—Regarding recovery of freight charges on rejected stores booked for free delivery at destination at R.M.C. rates.

85.7. Electrical Standards Committee.—The Electrical Standards Committee met in Simla on the 30th August, 1937, and continued their work until they adjourned on the 4th September, 1937. They considered 9 draft I. S. D. Specifications for electrical equipment and recommended their adoption for use on railways with certain modifications. They also considered 28 other subjects and made recommendations, the more important amongst them being :—

(1) Tender notice, Conditions of contract and Specification for electrical wiring of railway buildings.

(2) Draft I.R.S. Specification for locomotive electric headlight and lighting equipment.

(3) Standardization of generator and battery equipment of broad and metre gauge passenger rakes.

(4) Standards for electrical equipment used on railways, which would prevent electrical interference to broadcast reception.

(5) Investigation into the possibility of improving the general lighting of coaching stock.

86. Research and Development.—A vigorous and active policy in this direction was fully maintained and several new investigations were undertaken. Among the more important items in hand during the year were :—

86.1. Mechanical Branch—

(i) *Paints.*—Additions were made to the range of exposure test panels prepared in close collaboration with the Industrial Intelligence and Research Bureau and Indian Stores Department (Government Test House) and Madras was included as an exposure station. The condition of the panels at the various stations was recorded at regular intervals by systematic methods. Valuable data regarding the protective properties of various paints under the widely varying climatic conditions in India are being obtained.

It was considered that a stage in the investigation of painting and allied problems had been reached where technical assistance from outside India was essential. The services of a paint technologist were obtained from England, who, during his tour of India, visited not only railway workshops but also the Government Test House and the principal paint factories. His report is expected to be received shortly and it is confidently anticipated that this will be of considerable value and enable economies to be effected, not only in decreased painting and maintenance costs but also through the increased usage of vehicles.

(ii) *Dynamometer Car.*—The Dynamometer Car Officer continued to meet the officers of the Central Standards Office and amongst subjects discussed were locomotive cylinder performance, boiler performance, reducing pressure drop between the boiler and the steam chest, and rating of standard locomotives. Consequent upon these discussions it was decided to prepare designs for modernising one Great Indian Peninsula Railway 4-6-0 type engine. It is hoped to bring this engine under dynamometer trials in 1938-39.

(iii) *Analysis of wagon defects.*—The results of an analysis organised in 1937-38 will be available in 1938-39 and this survey is expected to throw light on the principal causes of maintenance expenditure, both in sick line repairs and periodic overhaul in main workshops and the relation between the age of rolling stock and maintenance.

(iv) *Heated Bearing problem.*—The Indian Railway Enquiry Committee considered that the usage of rolling stock was susceptible of improvement. Towards the end of 1937 an Officer on Special Duty was deputed to examine the problem, who concentrated first upon the organisation of a statistical survey of the incidence and causes of locomotive heated bearings. A number of experimental designs were evolved for trial by railways and the Central Standards Office. The results of this scheme will be analysed during 1938-39. Preliminary arrangements were completed for large scale lubricating oil trials to be made on the four State-managed Railways. In addition, a Standing Committee of Metallurgists and Chemists was inaugurated in collaboration with the Indian Stores Department, and arrangements were made for this committee in turn to collaborate with the Indian Railway Conference Association's Standing Committee on carriage and wagon hot boxes.

(v) *Wagon door leakage.*—The question of the design of water-tight wagon doors is under examination and a series of tests to determine the correctness of the view that leakage is induced by airflow are being conducted by the North Western Railway. It is hoped to evolve during 1938-39 designs of door joint baffles or sections that will produce the best results.

(vi) *Corrosion tests.*—Panel plates of eight types of material, six of Indian and two of foreign manufacture, were prepared in collaboration with the Industrial Research Bureau and the Indian Stores Department (Government Test House) and exposed in Calcutta, Delhi, Lahore, Bombay and Madras. The panels are regularly inspected and their condition systematically recorded. At intervals they will be sent to the Government Test House for derusting and weighment. The object of the tests is to obtain a suitable substitute for a

material at present imported and at the same time ascertain which material has the best corrosion resisting properties.

(vii) *Locomotive movements.*—The apparatus originally procured for investigation of stresses in tracks was adapted to record movements occurring in various parts of locomotives and wheel flange stresses. A considerable amount of valuable information has already been obtained and the work is being continued.

(viii) *Welded Wagons.*—Following the recommendations of the Carriage and Wagon Standards Committee and the Indian Railway Conference Association orders were placed in India for twelve covered wagons of the CR type of welded construction. Six of the wagons are to be of welded construction throughout and six of part welded construction, the underframes being rivetted and the bodies including roofs, sides, ends and floors welded. The Central Standards Office have scrutinized the designs, details of which have been developed by the two contracting firms on lines indicated by the Central Standards Office. The main objective in this development is a reduction of tare weight coupled with increased strength, but other advantages are also likely to accrue.

(ix) *Trials.*—The progressive policy which is being pursued in standardization is evidenced in the number of trials which are always in hand. At present 37 locomotive trials and 32 carriage and wagon trials are in progress. Special forms are prepared by the Central Standards Office for each trial to ensure that the required data is submitted on a comparable basis. Trial reports are examined in the Central Standards Office and by the appropriate Standards Committee and if the results are favourable the feature will be adopted, either by altering existing standards or introducing permissible alternatives.

(x) *Patents.*—Particulars of applications for patents as published in Part II of the Gazette are regularly scrutinized in the Central Standards Office. Copies of Patent Specifications likely to be of interest to Indian railways are obtained, indexed and recorded for future reference. Opposition proceedings are undertaken in cases when this is considered necessary in order to protect the interests of the Government of India and Indian railways. Four such cases have occurred during the year under review. One of these has been successfully concluded and the remainder are still pending.

86.2. Civil Engineering Branch—

(i) *Stresses in track.*—Experimental work has been directed chiefly to the measurement of stresses and deflections in track caused by the lateral oscillations of locomotives by means of measuring instruments located both on the track and on the locomotive.

Rail and fishplate stress and deflection records have been further examined and new formulae have been evolved for calculating the stresses and deflections due to vertical loads for varying conditions.

(ii) *Heat-treatment of crossings.*—Six sets of heat-treated crossings have been laid in the track on the East Indian Railway in order to obtain actual experience of what reduction of wear can be obtained by the process on crossing in service. These

are under observation and conclusions will in due course be drawn as to the success of this trial.

(iii) *Re-conditioning of fishplates.*—In conformity with the recommendations of the Indian Railway Enquiry Committee, railways were addressed to ascertain progress made in the adoption of reconditioned fishplates as already recommended. Substantial progress is reported.

(iv) *Special joint sleepers.*—The original design has been revised, the base being changed from a rectangular to an ' H ' shape. At the same time, the area has been increased. This was done in order that the whole area could be properly packed and to keep the depression at the joint as nearly as possible the same as at other positions in the rail. The ultimate aim is to secure uniformity of support throughout rails and joints and reduce track maintenance costs. The new type is being tried out on the Assam Bengal, East Indian, South Indian and Madras and Southern Mahratta Railways and promises well.

(v) *Special pocket type C.I. sleepers.*—Reports on the C.S.T. 9 type sleepers received this year are very satisfactory and in all probability this type will be standardized.

(vi) *Guard rails for level crossings.*—Designs have been prepared using a rolled flat as the " guard rail " which is fixed to the running rail by means of cast iron distance blocks placed between the sleepers. This enables it to be fixed to a cast iron or steel-sleepered road without any special sleepers. This design will be shortly tried out on the Great Indian Peninsula Railway.

(vii) *Rail expansion joints.*—A series of designs have been prepared for the use on bridges where rail joints are welded throughout the length of the span or where the rails are rigidly attached to the floor of the bridge as in the case where rails are keyed to steel sleepers. These will shortly be tried by the East Indian and Madras and Southern Mahratta Railways.

(viii) *Improvements in track on bridges.*—Rubber and composition pads between rails and sleepers and between sleepers and girders are being tried out on the Bombay, Baroda and Central India and Great Indian Peninsula Railways. Up-to-date, the results are very satisfactory.

The East Indian Railway will shortly start a trial on steel sleepers in lieu of timber sleepers on a girder bridge.

(ix) *Strengthening bridges by means of welding.*—Experiments have been carried out to determine the possibilities of welding on to structural members which are already under stress. Further experiments have been found necessary and will shortly be carried out.

CHAPTER VII.

STAFF.

87. Number of staff.—The total number of employees (permanent and temporary) on all Indian Railways and in the office of the Railway Board and other offices subordinate thereto (excluding staff employed on construction) at the end of the year 1937-38 was 692,178 as compared with 687,260* at the end of 1936-37. The total route mileage at the end of the year was 41,076. The following table shows the number of employees by communities on the 31st March 1937 and 1938. A similar statement showing details by railways is given as Appendix C of Volume II of the Report by the Railway Board on Indian Railways for 1937-38.

Date.	Europeans.	INDIANS.									GRAND TOTAL.
		Hindus.		Muslims.	Anglo-Indians and domiciled Europeans.	Sikhs.	Indian Christians.	Parsis.	Other communities.	Total.	
		Hindus other than depressed classes.	Depressed classes.								
31st March 1937† .	2,948*	400,979*	90,745*	151,612*	12,771*	8,086*	17,055*	1,556*	1,508*	684,312*	687,260*
31st March 1938 .	2,692	395,381	98,891	153,794	12,843	8,114	17,311	1,555	1,597	689,486	692,178

NOTE.—These figures exclude the staff on loan from the Indian Audit and Accounts Service (Deptt.).
* Represents revised figures due to minor corrections made in the figures published last year.
† Excludes Burma Railways which was separated with effect from 1st April 1937.

88. Cost of Staff.—The following statement shows the number and cost of all staff, superior and subordinate (including labourers) permanent and temporary, open line and construction, employed on Class I Railways during the years 1936-37 and 1937-38. Contractors' labour is not included.

Railway Systems.	Year.	NUMBER OF STAFF ON 31ST MARCH.							COST OF STAFF.			
		OPEN LINE.			CONSTRUCTION.			Gazetted Officers on loan from the Indian Audit and Accounts Service (Deptt.).	Gazetted Officers.	Non-gazetted employees.	TOTAL.	Total including staff on loan from the Indian Audit and Accounts Service (Deptt.).
		Gazetted Officers.	Non-gazetted employees.	TOTAL.	Gazetted Officers.	Non-gazetted employees.	TOTAL.					
1	2	3	4	5	6	7	8	9	10	11	12	13
									Rs.	Rs.	Rs.	Rs.
Assam Bengal .	1937	68	17,027	17,095	..	..	..	..	11,21,943*	67,49,990*	78,71,933*	78,71,933*
	1938	69	17,241	17,310	..	..	..	..	9,95,000	69,07,450	79,02,450	79,02,450
Bengal and North-Western.	1937	73	27,150	27,223	..	..	..	..	11,90,627	73,40,881	85,31,508	85,31,508
	1938	82	28,399	28,481	..	..	..	..	11,95,056	74,48,832	86,43,888	86,43,888
Bengal Nagpur .	1937	190	66,253	66,443	..	..	..	..	33,59,189	3,17,16,622	3,50,75,811	3,50,75,811
	1938	195	69,051	69,246	..	..	..	..	33,95,818	3,19,59,619	3,53,55,437	3,53,55,437
Bombay, Baroda and Central India.	1937	170	63,176	63,346	..	297	297	..	30,70,064	3,86,06,398	4,16,76,462	4,16,76,462
	1938	173	63,206	63,379	..	322	322	..	30,73,829	3,87,64,925	4,18,38,754	4,18,38,754

NOTE.—The figures of cost include the salaries and wages of staff, bonus contributions to the provident fund, gratuities, overtime allowances and all other allowances which are of the nature of extra pay and which are not granted to meet some definite expense incurred in the performance of duty, such as travelling allowance.

* Represents revised figures for 1936-37 due to changes made by the railway administrations in the figures published last year.

Railway Systems.	Year.	NUMBER OF STAFF ON 31ST MARCH.							COST OF STAFF.			
		OPEN LINE.			CONSTRUCTION.			Gazetted Officers on loan from the Indian Audit and Accounts Service (Deptt.).				
		Gazetted Officers.	Non-gazetted employees.	TOTAL.	Gazetted Officers.	Non-gazetted employees.	TOTAL.		Gazetted Officers.	Non-gazetted employees.	TOTAL.	Total including staff on loan from the Indian Audit and Accounts Service (Deptt.)
1	2	3	4	5	6	7	8	9	10	11	12	13
									Rs.	Rs.	Rs.	Rs.
Burma	1937	96	23,142	23,238	..	..	..	1	16,18,421	1,17,33,190	1,33,51,611	1,33,93,220
	1938	§	§	§	§	§	§	§	§	§	§	§
Eastern Bengal	1937	119	52,286*	52,405*	..	..	..	2	22,84,829*	2,36,17,674*	2,59,02,503*	2,59,58,641*
	1938	116	53,219	53,335	..	..	..	2	21,06,227	2,38,75,705	2,59,81,932	2,60,46,931
East Indian	1937	300	124,710*	125,010*	..	..*	..*	6	51,43,915	6,09,28,915	6,60,72,830	6,61,98,705
	1938	287	126,226	126,513	..	..	..	6	51,03,755	6,11,04,730	6,62,08,485	6,63,22,040
Great Indian Peninsula.	1937	215	81,842*	82,057*	..	..	..	1	40,49,995*	4,41,83,054*	4,82,33,049*	4,82,37,739*
	1938	216	79,490	79,706	..	..	..	1	39,73,199	4,34,42,402	4,74,15,601	4,74,24,538
Jodhpur	1937	24*	7,620	7,644*	..	..	..	1*	4,20,617‡	27,25,182	31,45,799	31,45,799
	1938	27	8,186	8,213	..	..	..	1	4,24,717	27,94,047	32,18,764	32,41,233
Madras and Southern Mahratta.	1937	137	50,147*	50,284*	..	..*	..*	..	23,74,312	2,34,24,765*	2,57,99,077*	2,57,99,077*
	1938	134	46,890	47,024	..	..	..	..	23,07,605	2,33,14,623	2,56,22,228	2,56,22,228
Nizam's State	1937	67	15,675	15,742	1	210	211	..	9,55,208	60,69,700	70,24,908	70,24,908
	1938	75	15,844	15,919	2	183	185	..	10,24,593	61,25,320	71,49,913	71,49,913
North Western	1937	267*	100,394*	100,661*	..	1	1	4	45,46,093*	5,69,77,627*	6,15,23,720*	6,15,74,987*
	1938	274	100,153	100,427	..	1	1	4	46,53,347	5,75,65,572	6,22,18,919	6,22,64,853
Rohilkund and Kumaon.	1937	17	5,534	5,551	..	..	..	..	2,20,422	15,15,494	17,35,916	17,35,916
	1938	16	5,676	5,692	..	..	..	..	2,33,176	15,60,941	17,94,117	17,94,117
South Indian	1937	124	36,606	36,730	..	23	23	..	18,82,645	1,64,45,160	1,83,27,805	1,83,27,805
	1938	132	36,722	36,854	1	100	101	..	18,92,298	1,65,61,739	1,84,54,037	1,84,54,037
Railway clearing Accounts Office.	1937	5	1,339	1,344	..	..	..	2	74,846	15,73,681	16,48,527	16,90,421
	1938	5	1,347	1,352	..	..	..	2	72,515	15,81,855	16,54,370	16,94,467
TOTAL	1937	1,872*	672,901*	674,773*	1	531*	532*	17*	3,23,13,126*	33,36,08,333*	36,59,21,459*	36,62,42,932*
	1937†	1,776	649,759	651,535	1	531	532	16	3,06,94,705	32,18,75,143	35,25,69,848	35,28,49,712
	1938	1,801	651,650	653,451	3	606	609	16	3,04,51,135	32,30,07,760	35,34,58,895	35,37,54,886

NOTE.—The figures of cost include the salaries and wages of staff, bonus contributions to the provident fund, gratuities, overtime allowances and all other allowances which are of the nature of extra pay and which are not granted to meet some definite expense incurred in the performance of duty, such as travelling allowance.

* Represents revised figures for 1936-37 due to changes made by the railway administrations in the figures published last year.

§ Figures are not shown as Burma Railways do not form part of Indian Railways with effect from 1st April 1937.

† Excludes figures of Burma Railways.

‡ Includes cost of staff on loan from the Indian Audit and Accounts Service (Department).

Distribution of cost of Gazetted Officers and Subordinate staff of the Railway Clearing Accounts Office.

Railway.	Gazetted Officers.		Non-gazetted employees.		Total.		Total including staff on loan from Indian Audit and Accounts (Departments.)	
	1936-37.	1937-38.	1936-37.	1937-38.	1936-37.	1937-38.	1936-37.	1937-38.
1. North Western .	20,263	19,553	4,26,028	4,26,523	4,46,291	4,46 076	4,57,632	4,56,887
2. East Indian . .	20,263	19,553	4,26,028	4,26,523	4,46,291	4,46,076	4,57,632	4,56,887
3. Eastern Bengal .	7,598	7,332	1,59,761	1,59,946	1,67,359	1,67,278	1,71,612	1,71,332
4. Great Indian Peninsula.	15,196	14,664	3,19,521	3,19,892	3,34,717	3,34,556	3,43,224	3,42,665
5. Bombay, Baroda and Central India.	11,526	11,413	2,42,343	2,48,971	2,53,869	2,60,384	2,60,321	2,66,696
TOTAL .	74,846	72,515	15,73,681	15,81,855	16,48,527	16,54,370	16,90,421	16,94,467

A comparison of the figures for 1937-38 with those for 1936-37 (excluding Burma Railways) shows that the total number of staff employed on open line on 31st March 1938 increased by 1,916 as compared with that on 31st March 1937, the number of staff on loan from the Indian Audit and Accounts Service continued to be the same while the number of construction staff rose by 77. The total cost of staff including those on loan from the Indian Audit and Accounts Service during 1937-38 increased by Rs. 9,05,174 as compared with 1936-37.

The increase in the number and cost of staff on Railways is due generally to an appreciable rise in the volume of traffic handled. There was an increase in both the number and cost on the Assam Bengal, Bengal and North-Western, Bengal Nagpur, Bombay, Baroda and Central India, Eastern Bengal, East Indian, Jodhpur, His Exalted Highness the Nizam's State, Rohilkund and Kumaon and South Indian Railways, and a decrease on the Great Indian Peninsula and Madras and Southern Mahratta Railways. There was a decrease in the number but an increase in cost on the North Western Railway.

The variations in the case of the Bombay, Baroda and Central India and East Indian Railways are slight and call for no remarks.

On the South Indian Railway the increase in the cost was due to:—

(i) the restoration of full time working in the workshops at Golden Rock;

(ii) a greater number of major open line works carried out;

(iii) increase in the passage allowance paid;

(iv) payment of gratuity to a larger number of officers and subordinates; and

(v) normal increments.

On the Bengal Nagpur Railway the increases were due to recruitment for bridge works, relaying, etc., and heavier payment of gratuity, passage and annual increments.

On the North Western Railway the increase in the cost of staff was due mainly to grant of annual increments, the fact that the mechanical workshops were open for 21 days more in 1937-38 than in 1936-37, more overtime paid to workshop labour.

89. Indianisation.—

89.1. State-managed Railways.—(a) *Superior Services.*—30 appointments were made to the Superior Railway Services both by direct recruitment and promotion. Details are given below :—

Direct Recruitment.

DEPARTMENT.	VACANCIES FILLED BY									
	EUROPEANS.	INDIANS.								
		Hindus.		Muslims.	Anglo-Indians and domiciled Europeans.	Sikhs.	Indian Christians.	Parsis.	Other communities.	TOTAL.
		Other than Depressed Classes.	Depressed Classes.							
Agency	..	..	..	..	..	..	..	..	..	..
Engineering	..	2	..	1	..	..	..	..	..	3
Accounts	..	1	..	1	..	..	..	..	..	2
Transportation (Traffic) and Commercial.	3	4	..	2	..	..	..	..	..	6
Transportation (Power) and Mechanical Engineering.	..	3	..	..	2	..	..	1	..	6
Stores	..	..	..	..	..	..	..	..	..	..
Other Departments	..	1	..	..	..	..	..	..	..	1
TOTAL	3	11	..	4	2	..	..	1	..	18

Percentage { Europeans . . . 14·3
Indians . . . 85·7

The percentage of Europeans was less than 25. One officer was to be recruited from the United Kingdom to the Indian Railway Service of Engineers but no suitable candidate was available. The vacancy was therefore carried forward. Moreover, no European was recruited to the Mechanical Engineering and Transportation (Power) Departments during the year.

As regards Indian recruitment the percentages were :—

61·1 Hindus.

22·2 Muslims.

11·1 Anglo-Indians and Domiciled Europeans.

5·6 Parsis.

The shortage of Muslim recruitment was due to there being no Muslim candidate amongst the six special class apprentices who were originally recruited in 1931, and were appointed to the Mechanical Engineering and Transportation (Power) Department in 1937 after the completion of six years training. Further adjustments, if necessary, will be made in due course.

It will be observed from the information subsequently furnished in this paragraph that the over-all direct recruitment of Muslims to Superior Railway Services on State-managed and Company-managed Railways concerned was 22·4 per cent.

Promotions.

DEPARTMENT.	VACANCIES FILLED BY									
	EUROPEANS.	INDIANS.								
		Hindus.		Muslims.	Anglo-Indians and domiciled Europeans.	Sikhs.	Indian Christians.	Parsis.	Other communities.	TOTAL.
		Other than Depressed Classes.	Depressed Classes.							
Agency	..	..	..	..	..	..	..	..	..	..
Engineering	..	1	..	..	..	1	..	..	..	2
Accounts	..	..	..	..	..	..	..	..	..	..
Transportation (Traffic) and Commercial.	1	..	..	..	1	..	..	..	..	1
Transportation (Power) and Mechanical Engineering.	3	..	..	..	1	..	..	..	..	1
Stores	..	..	..	..	..	..	..	..	..	..
Other Departments	..	1	..	..	..	..	..	..	..	1
TOTAL	4	2	..	..	2	1	..	..	..	5

Of a total of 9 officers promoted to the Superior Services, 4 were Europeans, 2 Hindus, 2 Anglo-Indians and Domiciled Europeans and one Sikh.

(b) *Lower Gazetted Service.*—33 promotions were made to the Lower Gazetted Service in the various departments. 10 went to Europeans and 23 to Indians of whom ten were Hindus, one Muslim, eleven Anglo-Indians and Domiciled Europeans and one Indian Christian. Figures by departments were as follows:—

DEPARTMENT.	VACANCIES FILLED BY									
		INDIANS.								
	EUROPEANS.	Hindus.		Muslims.	Anglo-Indians and Domiciled Europeans.	Sikhs.	Indian Christians.	Parsis.	Other communities.	TOTAL.
		Other than Depressed Classes.	Depressed Classes.							
Agency	..	..	..	..	1	..	1	..	..	2
Engineering	..	5	..	..	..	..	..	..	..	5
Accounts	..	1	..	..	..	..	..	..	..	1
Transportation (Traffic) and Commercial.	3	3	..	1	5	..	..	..	..	9
Transportation (Power) and Mechanical Engineering.	5	1	..	..	1	..	..	..	..	2
Stores	..	..	..	..	..	..	..	..	..	..
Other Departments	2	..	..	..	4	..	..	..	..	4
TOTAL	10	10	..	1	11	..	1	..	..	23

89.2. Company-managed Railways.—The following tables give a summary of the recruitment made to the Superior Services on Company-managed Railways during the year under review. Part I relates to direct recruitment and Part II to appointments made by promotion. A detailed statement by individual railways will be found in Appendix G-I of this report.

PART I.

Statement showing the number of appointments filled by direct recruitment in the Superior Establishment on (Class I) Company-managed Railways, excluding His Exalted Highness the Nizam's State and Jodhpur Railways during 1937-38.

DEPARTMENT.	VACANCIES FILLED BY									
		INDIANS.								
	EUROPEANS.	Hindus.		Muslims.	Anglo-Indians and Domiciled Europeans.	Sikhs.	Indian Christians.	Parsis.	Other communities.	TOTAL.
		Other than Depressed Classes.	Depressed Classes.							
Agency	1	1	..	..	..	..	..	..	..	1
Accounts	..	1	..	1	..	..	..	..	..	2
Engineering	2	7	..	4	2	2	..	..	..	15
Transportation (Traffic) and Commercial.	2	2	..	3	1	..	2	..	..	8
Transportation (Power) and Mechanical Engineering.	..	6	..	1	2	..	..	1	..	10
Stores	..	..	..	..	..	..	..	1	..	1
Other Departments	2	2	..	..	1	..	..	..	..	3
TOTAL	7	19	..	9	6	2	2	2	..	40

Percentage { Europeans . . . 14·9
Indians . . . . 85·1

PART II.

Statement showing the total number of vacancies in the Superior Establishment on (Class I) Company-managed Railways excluding His Exalted Highness the Nizam's State and Jodhpur Railways filled by promotion from Lower to the Superior Services during 1937-38.

DEPARTMENT.	VACANCIES FILLED BY									
	EUROPEANS.	INDIANS.								
		Hindus.		Muslims.	Anglo-Indians and Domiciled Europeans.	Sikhs.	Indian Christians.	Parsis.	Other communities.	TOTAL.
		Other than Depressed Classes.	Depressed Classes.							
Agency	..	..	..	..	..	..	..	..	..	..
Accounts	..	..	..	..	..	..	1	..	..	1
Engineering	..	2	..	1	..	..	1	..	..	4
Transportation (Traffic) and Commercial.	2	3	..	..	2	..	..	..	..	5
Transportation (Power) and Mechanical Engineering.	1	1	..	..	1	..	..	..	..	2
Stores	..	..	..	..	..	..	..	..	..	..
Other Departments	..	3	..	..	..	..	..	..	1	4
TOTAL	3	9	..	1	3	..	2	..	1	16

It will be observed from Statement Part I that during the year under review the total number of appointments made by direct recruitment to the Superior Services on Company-managed Railways was 47 of which 7 went to Europeans and 40 to Indians of whom 19 were Hindus, 9 Muslims, 6 Anglo-Indians and Domiciled Europeans, 2 Sikhs, 2 Indian Christians and 2 Parsis. The ratio of Indian to European recruitment was 85·1 to 14·9.

The percentage of European recruitment was less than 25.

The percentage of Indian recruitment in the principal Departments was :—

	Per cent.
Agency	50·0
Accounts	100·0
Engineering	88·2
Transportation (Traffic) and Commercial	80·0
Transportation (Power) and Mechanical Engineering	100·0
Stores	100·0
Other Departments	60·0

Among Indian recruits the proportionate recruitment from each community was as shown below :—

	Per cent.
Hindus	47·5
Muslims	22·5
Anglo-Indians and Domiciled Europeans	15·0
Sikhs	5·0
Indian Christians	5·0
Parsis	5·0

For the over-all direct Indian recruitment to Superior Railway Services on the State and Company-managed Railways, taken together, the percentages were as follows :—

	Per cent.
Hindus	51·7
Muslims	22·4
Anglo-Indians and Domiciled Europeans	13·8
Sikhs	3·5
Indian Christians	3·5
Parsis	5·1

90. Review of the progress made since 1925.—The statements on the following pages will throw further light on the progress made in Indianisation and in the recruitment of the various communities both on State-managed and Company-managed Railways since 1925, as reflected in the relative strength of Europeans and Indians belonging to the various communities. Part I relates to superior staff and Part II to subordinate staff on scales of pay rising to Rs. 250 and over.

PART I.

Statement of gazetted officers on State-managed Railways and Officers of corresponding rank on Company-managed (Class I) Railways (excluding H. E. H. the Nizam's State and Jodhpur Railways) on the 1st April 1925, 31st March 1937 and 31st March 1938.

Name of Railway.	1st April 1925.											31st March 1937.											31st March 1938.										
		Indians.											Indians.											Indians.									
		Hindus.											Hindus.											Hindus.									
	Europeans.	Other than Depressed classes.	Depressed classes.†	Muslims.	*Anglo-Indians.	*Sikhs.	*Indian Christians.	*Parsis.	*Other communities.	Total.	Total number on the Railway (columns 2 *plus* 11).	Europeans.	Other than Depressed classes.	Depressed classes.	Muslims.	Anglo-Indians and domiciled Europeans.	Sikhs.	Indian Christians.	Parsis.	Other communities.	Total.	Total number on the Railway (columns 13 *plus* 22).	Europeans.	Other than Depressed classes.	Depressed classes.	Muslims.	Anglo-Indians and domiciled Europeans.	Sikhs.	Indian Christians.	Parsis.	Other communities.	Total.	Total number on the Railway (columns 24 *plus* 33).
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34
State-managed Railways.																																	
Eastern Bengal	79	31	..	3	..	..	..	..	12	46	125	51	47	..	7	12	1	1	..	..	68	119	45	48	..	7	14	1	1	..	..	71	116
East Indian	227	49	..	12	..	..	..	..	26	87	314	139	97	..	17	37	4	3	3	..	161	300	129	100	..	16	33	4	2	3	..	158	287
Great Indian Peninsula	175	18	..	5	..	..	..	..	23	46	221	**134	**40	..	11	**15	..	8	6	1	**81	215	125	44	..	14	19	..	9	5	..	91	216
North Western	192	60	..	13	..	..	..	..	28	101	293	123	**82	..	28	**15	15	**4	..	..	**144	**267	123	83	..	27	20	17	4	..	..	151	274
Railway Board and Miscellaneous Offices.	59	8	..	3	..	..	..	..	14	25	84	**40	**19	..	5	**7	2	2	..	..	35	**75	37	20	..	6	7	2	2	..	..	37	74
TOTAL	732	166	..	36	..	..	..	..	103	305	1,037	**487	**285	..	68	**86	22	**18	9	1	**489	**976	459	295	..	70	93	24	18	8	..	508	967
Company-managed Railways.																																	
Assam Bengal	52	6	..	1	..	..	..	..	2	9	61	35	18	..	7	6	1	1	..	..	33	68	34	20	..	7	6	1	..	1	..	35	69
Bengal Nagpur	170	27	..	5	..	..	..	..	19	51	221	106	**43	..	12	22	4	1	2	..	**84	**190	102	47	..	14	25	4	1	2	..	93	195
Bengal and North-Western	55	3	..	1	..	..	..	..	..	4	59	52	11	..	7	3	..	..	..	..	21	73	58	9	..	8	3	3	1	..	..	24	82
Bombay, Baroda and Central India	159	14	..	..	..	..	..	..	21	35	194	110	34	..	9	4	1	4	8	..	60	170	106	35	1	10	4	1	5	10	1	67	173
Madras and Southern Mahratta	122	15	..	1	..	..	..	..	6	22	144	84	35	..	..	6	2	5	5	..	53	137	78	38	..	1	5	2	5	5	..	56	134
Rohilkund and Kumaon	12	1	..	..	..	..	..	..	..	1	13	11	2	..	2	1	1	..	..	..	6	17	8	3	..	2	1	1	..	..	..	8	16
South Indian	93	17	..	1	..	..	..	..	3	21	114	63	49	..	**2	8	..	2	..	..	**61	**124	60	53	..	5	12	..	3	..	..	73	133
TOTAL	663	83	..	9	..	..	..	..	51	143	806	461	**192	..	**39	50	9	13	15	..	**318	**779	446	205	1	47	56	12	16	18	1	356	802
GRAND TOTAL	1,395	249	..	45	..	..	..	..	154	448	1,843	**948	**477	..	**107	**136	31	**31	24	1	**807	**1,755	905	500	1	117	149	36	34	26	1	864	1,769

Statement showing the percentages of the relative strength of Europeans and Indians of various communities.

			1925.*	1937.	1938.
Europeans		State-managed Railways	70·59	**49·90	47·47
		Company-managed Railways.	82·26	**59·18	55·61
		TOTAL	75·69	**54·02	51·16
Indians	Hindus — Other than Depressed classes.	State-managed Railways	16·01	**29·20	30·51
		Company-managed Railways.	10·30	**24·65	25·56
		TOTAL	13·51	**27·18	28·26
	Hindus — Depressed classes.	State-managed Railways	†	..	..
		Company-managed Railways.	†	..	0·13
		TOTAL	†	..	0·06
	Muslims	State-managed Railways	3·47	**6·97	7·24
		Company-managed Railways.	1·12	**5·01	5·86
		TOTAL	2·44	**6·10	6·61
	Anglo-Indians and domiciled Europeans.	State-managed Railways	*	**8·31	9·61
		Company-managed Railways.	*	**6·42	6·98
		TOTAL	*	**7·75	8·42
Indians—*concld.*	Sikhs	State-managed Railways	*	**2·25	2·48
		Company-managed Railways.	*	**1·15	1·50
		TOTAL	*	1·76	2·04
	Indian Christians	State-managed Railways	*	**1·85	1·86
		Company-managed Railways.	*	1·67	2·00
		TOTAL	*	**1·76	1·92
	Parsis	State-managed Railways	*	**0·92	0·83
		Company-managed Railways.	*	**1·92	2·24
		TOTAL	*	**1·37	1·47
	Other communities	State-managed Railways	*9·93	**0·10	..
		Company-managed Railways.	*6·32	..	0·12
		TOTAL	*8·36	**0·06	0·06
	TOTAL	State-managed Railways	29·41	**50·10	52·53
		Company-managed Railways.	17·74	**40·82	44·39
		TOTAL	24·31	**45·98	48·84

* Anglo-Indians, Sikhs, Parsis and Indian Christians included in "Other communities" in 1925.

† Depressed class Hindus were included in Hindus in 1925.

** Revised figures.

PART II.

Statement of subordinates on scales of pay rising to Rs. 250 per mensem and over on Class I Railways (excluding H. E. H. the Nizam's State and Jodhpur Railways), on the 1st April 1925, 31st March 1937 and 31st March 1938.

Name of Railway.	1st April 1925.											31st March 1937.										31st March 1938.									
		Indians.											Indians.										Indians.									
		Hindus.											Hindus.										Hindus.									
	Europeans.	Other than Depressed classes.	†Depressed classes.	Muslims.	†Anglo-Indians.	†Sikhs.	†Indian Christians.	†Parsis.	†Other communities.	Total.	Total number on the Railway (columns 2 *plus* 11).	Europeans.	Other than Depressed classes.	Depressed classes.	Muslims.	Anglo-Indians and domiciled Europeans.	Sikhs.	Indian Christians.	Parsis.	Other communities.	Total.	Total number on the Railway (columns 13 *plus* 22).	Europeans.	Other than Depressed classes.	Depressed classes.	Muslims.	Anglo-Indians and domiciled Europeans.	Sikhs.	Indian Christians.	Parsis.	Other communities.	Total.	Total number on the Railway (columns 24 *plus* 33).
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34
State-managed Railways.																																	
Eastern Bengal	143	106	..	5	..	..	..	..	163	274	417	§48	180	..	9	§154	6	3	..	2	§354	§402	50	185	..	10	143	7	3	..	3	351	401
East Indian	859	300	..	25	..	..	..	..	789	1,114	1,973	§334	§468	2	§56	§967	§18	§21	§3	§2	§1,537	§1,871	310	519	2	60	980	15	11	3	4	1,594	1,904
Great Indian Peninsula	286	125	..	29	..	..	..	..	803	957	1,243	§187	§235	1	36	§626	§11	§88	§40	§28	§1,065	§1,252	135	249	1	36	653	11	93	41	26	1,110	1,245
North Western	401	328	..	123	..	..	..	..	378	829	1,230	§223	§339	..	§213	§357	106	§24	22	§13	§1,124	§1,347	205	393	..	230	346	106	24	20	9	1,128	1,333
Railway Board and miscellaneous offices.	*	*	..	*	*	*	*	*	*	*	*	§1	§153	..	§36	§20	14	§6	..	..	§229	§230	1	146	..	28	16	14	6	..	..	210	211
TOTAL	1,689	859	..	182	..	..	..	..	2,133	3,174	4,863	§793	§1,425	3	§350	§2,124	155	§142	§65	§45	§4,309	§5,102	701	1,492	3	364	2,138	153	137	64	42	4,393	5,094
Company-managed Railways.																																	
Assam Bengal	22	23	..	4	..	..	..	..	46	73	95	13	42	..	5	42	3	4	..	4	100	113	13	38	1	5	46	4	3	..	2	99	112
Bengal Nagpur	333	140	..	13	..	..	..	..	403	556	889	119	222	..	21	430	18	14	3	3	711	830	77	242	..	21	443	17	14	3	1	741	818
Bengal and North-Western	31	15	..	2	..	..	..	..	59	76	107	17	22	..	6	56	1	1	..	1	87	104	18	24	..	10	59	..	..	..	1	94	112
Bombay, Baroda and Central India	155	253	..	25	..	..	..	..	506	784	939	170	301	5	35	268	3	42	94	23	771	941	157	314	4	30	270	1	49	94	25	787	944
Madras and Southern Mahratta	85	31	..	1	..	..	..	..	173	205	290	57	69	..	5	§175	2	6	4	..	§261	§318	51	72	..	5	162	4	7	4	..	254	305
Rohilkund and Kumaon	6	5	..	1	..	..	..	..	13	19	25	5	2	..	2	10	..	..	..	..	14	19	5	3	..	2	10	..	1	..	..	16	21
South Indian	63	73	..	2	..	..	..	..	158	233	296	26	84	..	8	141	..	10	..	..	243	269	22	80	..	8	139	..	13	..	..	240	262
TOTAL	695	540	..	48	..	..	..	..	1,358	1,946	2,641	407	742	5	82	1,122	27	77	101	31	§2,187	§2,594	343	773	5	81	1,129	26	87	101	29	2,231	2,574
GRAND TOTAL	2,384	1,399	..	230	..	..	..	..	3,491	5,120	7,504	§1,200	§2,167	8	§432	§3,246	§182	§219	§166	§76	§6,496	§7,696	1,044	2,265	8	445	3,267	179	224	165	71	6,624	7,668

Statement showing the percentages of the relative strength of Europeans and Indians of various communities.

			1925.	1937.	1938.
Europeans		State-managed Railways	34·73	§15·54	13·76
		Company-managed Railways.	26·32	§15·69	13·33
		TOTAL	31·77	§15·59	13·62
Indians	Hindus — Other than Depressed classes.	State-managed Railways	17·67	§27·93	29·29
		Company-managed Railways.	20·44	§28·61	30·03
		TOTAL	18·64	§28·16	29·54
	Hindus — Depressed classes.	State-managed Railways	‡	§0·06	0·06
		Company-managed Railways.	‡	0·19	0·19
		TOTAL	‡	0·10	0·10
	Muslims	State-managed Railways	3·74	§6·86	7·15
		Company-managed Railways.	1·82	3·16	3·15
		TOTAL	3·07	§5·61	5·80
	Anglo-Indians and domiciled Europeans.	State-managed Railways	†	§41·63	41·97
		Company-managed Railways.	†	§43·25	43·86
		TOTAL	†	§42·18	42·61
Indians—*concld.*	Sikhs	State-managed Railways	†	3·04	3·00
		Company-managed Railways.	†	1·04	1·01
		TOTAL	†	2·36	2·33
	Indian Christians	State-managed Railways	†	§2·78	2·69
		Company-managed Railways.	†	2·97	3·38
		TOTAL	†	§2·85	2·92
	Parsis	State-managed Railways	†	§1·28	1·26
		Company-managed Railways.	†	§3·89	3·92
		TOTAL	†	§2·16	2·15
	Other communities	State-managed Railways	†43·86	§0·88	0·82
		Company-managed Railways.	†51·42	§1·20	1·13
		TOTAL	†46·52	§0·99	0·93
	TOTAL	State-managed Railways	65·27	§84·46	86·24
		Company-managed Railways.	73·68	§84·31	86·67
		TOTAL	68·23	§84·41	86·38

* Not available. † Anglo-Indians, Sikhs, Parsis and Indian Christians included in "Other communities" in 1925. ‡ Not available separately. § Revised figures.

90.1. It will be observed that the Indian element in the superior services has risen from 29·41 per cent. on State-managed and 17·74 per cent. on Company-managed Railways in 1925 to 52·53 per cent. on State-managed and 44·39 per cent. on Company-managed Railways in 1938. Among the Indians the percentage increase by communities in 1938 as compared with 1925 is shown below :—

—	State-managed.		Company-managed.	
	Percentages.		Percentages.	
	1925.	1938.	1925.	1938.
Hindus { other than depressed classes	16·01†	30·51	10·30†	25·56
Hindus { Depressed classes . .	†	..	†	0·13
Muslims	3·47	7·24	1·12	5·86
Anglo-Indians and domiciled Europeans.	*	9·61	*	6·98
Sikhs	*	2·48	*	1·50
Indian Christians	*	1·86	*	2·00
Parsis	*	0·83	*	2·24
Other Communities . . .	9·93*	..	6·32*	0·12

* Anglo-Indians, Sikhs, Parsis and Indian Christians included under "Other communities" in 1925.
† Depressed classes were included among Hindus in 1925.

90.2. Turning to the subordinate staff on scales of pay rising to Rs. 250 per mensem and over, the corresponding figures are as under :—

—	State-managed.		Company-managed.	
	Percentages.		Percentages.	
	1925.	1938.	1925.	1938.
Europeans	34·73	13·76	26·32	13·33
Indians—				
Hindus { other than depressed classes.	17·67†	29·29	20·44†	30·03
Hindus { Depressed classes . .	†	0·06	†	0·19
Muslims	3·74	7·15	1·82	3·15
Anglo-Indians and domiciled Europeans.	*	41·97	*	43·86
Sikhs	*	3 01	*	1·01
Indian Christians . . .	*	2·69	*	3·38
Parsis	*	1·26	*	3·92
Other Communities . . .	43·86*	0·82	51·42*	1·13
Total Indians .	65·27	86·24	73·68	86·67

* Anglo-Indians, Sikhs, Parsis and Indian Christians included under "Other communities" in 1925.
† Not available separately.

91. Representation of minority communities in subordinate railway services.—In the report for the year 1935-36, it was stated that to assist the Railway Board to watch the operation of the orders issued by the Government of India in regard to the representation of minority communities in railway services, an additional officer had been temporarily appointed at the Railway Board's headquarters with effect from the 17th October 1935. This officer continued to perform the duties assigned to his office during the year 1937-38.

During the year under report, the General Managers of State-managed Railways were authorised to make initial recruitment to grades higher than the lowest up to a maximum of 20 per cent. of the vacancies per year in any one group or category of staff subject to the usual communal proportions for direct recruitment to subordinate staff fixed for each railway being observed. The Agents and General Managers of Company-managed Railways were, at the same time, invited to take steps to give effect to this decision.

The figures given in Appendix G-II show, by communities, the number and percentage of subordinate staff (excluding labourers and inferior servants) recruited on State and Company-managed Railways during the year 1937-38.

The following figures show the overall percentage on both State and Company-managed Railways during 1934-35, 1935-36, 1936-37 and 1937-38 :—

	1934-35.		1935-36.		1936-37.		1937-38.	
Europeans	.. *		0·19		0·2		0·1	
Hindus	65·20		57·09		54·1		55·0	
Muslims	17·45		28·50		31·2		29·9	
Anglo-Indians and Domiciled Europeans	12·13		8·33		8·7		9·2	
Sikhs	1·03	4·64	1·70	5·51	2·1	5·5	2·3	5·6
Indian Christians	2·95		3·49		3·1		2·8	
Parsis	0·66		0·32		0·3		0·5	
Other communities	0·58		0·38		0·3		0·2	

It will be observed from the figures given above that during the year under review direct recruitment to subordinate railway services of the different minority communities for whom percentages have been fixed by the Government of India, was satisfactory.

92. Training of staff.—*Area Schools*—(a) *East Indian Railway School of Transportation, Chandausi.*—During the year, the activities of the School were very much the same as those for the previous year. The total number of staff who attended the Refresher courses was 709 as compared with 823 in the previous year. The decrease was due to there being no refresher courses in March 1938 owing to the Kumbh *mela* at Hardwar. During the year 7 probationary officers and 193 probationary Assistant Station Masters were trained at the school as compared with 4 probationary officers and 118 probationary Assistant Station Masters in 1936-37.

The expenditure for the year 1937-38 was Rs. 77,645 against Rs. 76,837 in the previous year. The increase was chiefly under the head of school allowance paid to the larger number of probationary Assistant Station Masters. The cost per student day was, however, Rs. 2-2 as compared with Rs. 2-4 in the previous year and this decrease was due to the increase in the number of student days in consequence of there having been more probationary officers and probationary Assistant Station Masters for training in long term courses. The following figures explain the position :—

	1936-37.	**1937-38.**
Total number of students	945	**908**
Total number of student days	33,919	**36,844**
Cost per student day	Rs. 2-4	**Rs. 2-2**

* In 1934-35 Europeans were not shown separately.

(b) *Walton Training School, North Western Railway, Lahore Cantonment.*—The school continued the training of staff for the North Western Railway. The total number who attended the school in the year was 1,742.

Lectures on civility and politeness to the public and on personnel work now form a part of almost every syllabus. Also practical demonstrations of working at a railway station are given to students, as experience has shown that such visits help them to grasp details explained to them in the class rooms.

The activities of the School are undoubtedly of great advantage to the administration in improving the general standard of efficiency.

93. Stimulation of interest of staff.—In order to inculcate in the staff greater interest in their work and a more active business outlook, the Indian Railway Enquiry Committee recommended in their report the adoption of certain measures such as the introduction of a quota system, the establishment of Suggestion and Invention Committees, publication of magazines, formation of lecture societies and mutual improvement classes and the development of closer relations with the Institute of Railway Transport and Railway Research Service. State and Company-managed Railway Administrations were requested to give consideration to these recommendations and to submit reports intimating the steps taken by them to give effect to it. Complete reports on the subject had not been received from Railway Administrations by the close of the year under review.

94. Improvements in the service conditions of the staff.—(i) *Hours of Employment Regulations.*—In accordance with the decision referred to in paragraph 82 of the Report for the year 1936-37 the Hours of Employment Regulations were given statutory effect on the Bengal and North-Western Railway, with effect from the 1st October 1937. These Regulations were thus in force on the North Western, East Indian, Eastern Bengal, Great Indian Peninsula, Madras and Southern Mahratta, Bombay, Baroda and Central India and Bengal and North-Western Railways during this period. The question of extending these Regulations to the remaining principal railways, *viz.*, the Assam Bengal, Bengal Nagpur, Rohilkund and Kumaon and South Indian Railways, was examined by the Railway Board in consultation with the Agents and General Managers of those railways but no final decision was reached during the period under review.

95. The Payment of Wages Act.—The main objects underlying this measure were to secure that wages were paid to workers reasonably promptly and reasonably fully. It had come to the notice of Government that in both these directions there had been occasional abuses in certain industries. In the textile industry in the Province of Bombay it was noticed that in addition to direct cuts from a man's wages in the form of fines he had to take a substantial part of the rest of his wages in the form of cloth which was spoilt or alleged to be spoilt. It was also found that there existed on a somewhat more widespread scale a practice of fining and of making deductions in an arbitrary fashion. These considerations indicated the need for a measure of the type of the Payment of Wages Act.

So far as railways are concerned, the question of speeding up of payments had already engaged the attention of railway administrations, the aim being to ensure that wages were paid within as few days as possible of the close of the wage period to which they related. The Railway Board sometime ago placed on special duty an experienced personnel officer to examine the question and submit a scheme to ensure prompt payments. According to this scheme, payment of salaries and allowances were made within 7 and 14 days respectively of the close of the month to which they related. So far as fining on railways is concerned, adequate safeguards were provided in the rules to check any abuse, *e.g.*, the power to impose fines was vested in superior officers on most of the Railways and persons fined had a right of appeal to higher authority. From this it would appear that Railways had already taken suitable steps to avoid some of the abuses mentioned above even before the passing of the Payment of Wages Act.

The Government of India addressed Local Governments on the questions of prompt payment of wages and of fines in 1926. On receipt of the Local Governments' opinions, the Government of India proceeded to formulate legislative proposals, but these were eventually deferred because of the decision in 1928, to appoint the Royal Commission on Labour in India. The matter was reviewed by the Royal Commission between 1929 and 1931 and their proposals necessitated a revision of the original proposals of Government. In the light of the opinion expressed on the subject by the Royal Commission a Bill was introduced in the Legislative Assembly in 1933, which was circulated for opinion, but could not be proceeded with during that session and it consequently lapsed. A substantially modified Bill was again introduced in the Legislative Assembly in 1935. This Bill underwent further changes in the Central Legislature and was finally passed in April 1936.

The Payment of Wages Act, 1936, applies in the first instance to persons employed in any factory and to persons employed (otherwise than in a factory) upon any railway by a railway administration or either directly or through a sub-contractor, by a person fulfilling a contract with a railway administration. The Act came into force from the 28th March 1937 and entailed considerable additional work generally on all railways and also in the Railway Board's office as it applies in the case of railways to all staff drawing less than Rs. 200 per mensem whether employed in a factory or not, whereas in the case of other industries it applies to only such staff as are employed in " factories " subject of course to the pay limit referred to above. The observance of the provisions of this Act resulted in considerable administrative difficulties, especially in the initial stages.

96. Welfare.—(i) *Assistance from railway funds to railway employees for the education of their children.*—In the report on the administration of Indian Railways for the year 1930-31 the salient features of the provisional rules issued in September 1930 for the grant of assistance towards the education of the children of railway employees were given. In subsequent reports, mention has been made of the proposals formulated by the Government of India after consideration of the data collected by an officer of the Education Department and of the recommendations made by the Central Advisory Council for Railways on these rules. In accordance with the decision mentioned in the last year's report, no change was made in the provisional rules of 1930 and educational assistance continued to be granted in accordance therewith to employees subject to these rules.

(ii) *Staff Benefit Fund.*—The Staff Benefit Funds established on the various principal railways continued to function during the period under review. As in the previous years grants were made from these funds for the provision of amenities to and for relieving distress amongst the members or ex-members of non-gazetted railway staff, and their families.

(iii) *Railway Sports.*—The tenth annual Inter-Railway Athletic Tournament was held in the Irwin Amphitheatre on the 18th and 19th of March 1938. The Bombay, Baroda and Central India, Bikaner, East Indian, Eastern Bengal, Great Indian Peninsula, Jodhpur, Madras and Southern Mahratta, His Exalted Highness the Nizam's State, North Western and South Indian Railways and the Railway Board entered teams. The North Western Railway won the tournament for the tenth year in succession.

For the field games a hockey tournament was held on the 10th, 12th, 14th and 16th of March 1938. The Bombay, Baroda and Central India, Great Indian Peninsula, Madras and Southern Mahratta, His Exalted Highness the Nizam's State and North Western Railways' teams competed. The Bombay, Baroda and Central India Railway won the tournament; the Great Indian Peninsula Railway being the runners-up.

97. Report of the Royal Commission on Labour in India.—In the Report for the year 1936-37, it was stated that certain recommendations of the Royal Commission on Labour in India concerning railways had yet to

be decided, the more important of them being those relating to the establishment of a Joint Standing Machinery for the settlement of disputes. After careful consideration of the question the Government of India announced, in November 1937, their decision to set up, an additional machinery for the prevention of disputes on railways which consisted of the appointment of a Conciliation Officer (Railways) and of an Industrial Advisory Board, as an experimental measure, for a period of one year in the first instance. The details of this scheme are explained in the following paragraph. Certain other minor recommendations of the Royal Commission on Labour affecting railways were also examined during the period under review.

98. Appointment of a Conciliation Officer (Railways).—In a resolution, dated the 18th November 1937, the Government of India announced the setting up of an additional machinery for the prevention of disputes on Railways, as an experimental measure, for one year in the first instance. The Resolution stated :—

(i) that a Conciliation Officer would be appointed with headquarters at Calcutta whose duties were to establish contact with the administrations of the railways with which he was concerned, with recognised Unions catering for the employees of those railways, with area committees, workshop committees, railway councils and any other bodies directly concerned in the relations between the administrations and their employees;

(ii) that the Conciliation Officer would be responsible in connection with any actual or threatened trade dispute, for endeavouring to bring the parties to a settlement and at other times to use his good offices to maintain harmonious relations;

(iii) after the Conciliation Officer had organised his work the Government of India was to set up an Industrial Advisory Board consisting of a Chairman and two members who were to be selected by the Chairman from panels appointed by the Government of India. This Board was to deal with any case referred to it by the Conciliation Officer, the Chairman summoning his colleagues after conducting certain preliminary investigations with a view to find out that justification for the calling of the Board existed. The decision of the Board was to take the form of a Report. The Resolution also announced that Sir Zahid Suhrawardy had agreed to serve as Chairman, and that Lt.-Col. H. W. Wagstaff would be appointed as the Conciliation Officer, and who was expected to start work early in December 1937, his duties extending to the East Indian and Eastern Bengal Railways;

(iv) that the Company-managed Railways having their headquarters in Calcutta would be invited to avail themselves of the services of the Conciliation Officer.

The Conciliation Officer (Railways) actually took over charge of his duties early in December 1937, and thus covered only a period of a little over 3 months during the year under review. During this period the Conciliation Officer was mainly engaged in establishing contact with the railway administrations with which he was concerned, and also with the various other bodies such as recognised Unions directly concerned in relations between the two railway administrations and their employees.

99. Security of service—Rules regulating discipline and rights of appeal of non-gazetted railway servants.—The Indian Railway Enquiry Committee recommended in their report that the higher supervisory staff should be encouraged to take immediate notice of any incivility which may come under their observation. In view of the strong public feeling in the matter and the representations received from various chambers of commerce and other public bodies on the subject from time to time, the rules regulating the discipline and rights of appeal of non-gazetted railway employees

were amended during the year under review so as to bring incivility to the public within the category of offences the maximum penalty for which is removal from service. In such cases officers not below the rank of a Deputy Head of a Department were authorised to impose the penalty after application of the procedure laid down in the rules for minor punishments, irrespective of the length of service of the employee concerned.

100. Meetings with the All-India Railwaymen's Federation.—During the period under review the Railway Board met the representatives of the All-India Railwaymen's Federation on two occasions, once in November 1937, and the second time in January 1938. The subjects discussed at the meeting held in November 1937 were:—

(i) report of the Indian Railway Enquiry Committee, 1937;
(ii) effect of the Railway Board's orders regarding running parcel clerks and crew staff on the Eastern Bengal Railway;
(iii) recognition of Unions so far as they relate to State-managed Railways;
(iv) extension of Provident Fund membership so far as it relates to State-managed Railways;
(v) avenues for promotion of lower paid employees so far as they relate to State-managed Railways;
(vi) substitution of contract labour for departmental work so far as it relates to State-managed Railways; and
(vii) grievances of the Accounts staff.

At the meeting held in January 1938, the following subjects were discussed:—

(i) revised scales of pay for journeymen and chargemen on the North Western, Eastern Bengal and other State-managed Railways;
(ii) policy regarding recovery of alleged overpayments paid to staff on State-managed Railways;
(iii) working of the Payment of Wages Act;
(iv) accumulation of leave for inferior service staff on State-managed Railways;
(v) conciliation and Railway Trade Disputes on State-managed Railways; and
(vi) procedure to be adopted in respect of alleged breaches of accepted policy of State-managed Railway Administrations.

The suggestions put forward by the All-India Railwaymen's Federation at these two meetings are under the consideration of the Railway Board.

101. Mr. Mudie's report on the Bengal Nagpur Railway strike and the Government of India's conclusions thereon.—It will be recalled that in paragraph 87 of the Report for the year 1936-37, it was stated that Mr. R. F. Mudie, C.I.E., O.B.E., I.C.S., was appointed to hold an enquiry into certain matters arising out of the settlement of the strike which occurred on the Bengal Nagpur Railway, in December 1936.

Mr. Mudie started his enquiry on the 21st April 1937, at Calcutta. During the early stages of the enquiry the Union's representatives put in a statement of the Union's case which explicitly referred not to the terms which the Agent had offered on the 6th February 1937, on the basis of which the strike was called off, but to the terms which were offered by the Agent on the 22nd January 1937, and not accepted by Mr. Giri. After carefully going into the statement of the case Mr. Mudie held that the enquiry should be based on the terms offered on the 6th February 1937. Owing to a difference on this point, the Union refused to take part in the enquiry and withdrew. Mr. Mudie, however, continued his enquiry and submitted his report on the 4th May 1937. Copies of this report were supplied to accredited representatives of the Press, etc., a few weeks later.

In his Report Mr. Mudie dealt exhaustively with the various issues which had been referred to him for enquiry and gave his conclusions on each of them. Dealing with the Union's complaints against the administration such as victimisation, Mr. Mudie could trace only two cases in which strikers might possibly have suffered because of their having gone on strike, but considering the large number of strikers he thought that that was a very remarkable result. Mr. Mudie held that the Union was unworthy of recognition and that the Agent's action in withdrawing recognition of the Union " as at present constituted and administered " was fully justified. He recommended that recognition should continue to be withheld. Mr. Mudie also came to the conclusion that the working of short time by which the railway administration intended to reduce employment in the Khargpur area was amply justified.

Mr. Mudie's Report was generally accepted by the Government of India.

CHAPTER VIII.

AMENITIES FOR PASSENGERS.

102. In previous reports it has been stated that the railways have as their object a steady improvement in the standard of comfort and in the conveniences provided. This policy was actively and systematically pursued though unfortunately circumscribed by the extent to which funds could be made available.

In the paragraphs which follow an attempt is made to give some indication of the action taken by the various railways. It will be seen that this broadly falls into two main categories—

(*a*) improvements more or less essential—*i.e.*, train services.

(*b*) improvements desirable—*i.e.*, general conveniences.

In regard to (*a*) attention may be drawn to the fact that the passenger and mixed train miles increased by nearly five millions, which even allowing for the increase in the number of passengers carried (about 33 millions) shows extent to which services were augmented to provide greater facilities for travel. Particular attention was paid to providing more through trains on faster timings and fast light services on short sections.

In amplification of the information given below in respect of the arrangements made by individual railways for the supply of water to passengers it is perhaps desirable to explain that broadly the object of railways is to ensure that there is an adequate supply of good drinking water available at all stations for the use of passengers entraining or alighting, and that there is a concentration of watermen to serve passengers in trains at such intervals as will ensure that adequate service during their halts. The number of watermen employed for this purpose naturally varies according to the type of country traversed, but it should be noted that Class I railways increased their permanent staff by more than 50 per cent. during the hot weather.

103. Passenger train services.

As in previous years many alterations and additions were made in the train services with a view to suit the changing needs of passenger traffic. Briefly stated the more important changes were :—

Assam Bengal Railway.—The Up and Down Assam mail trains between Pandu and Tinsukia were speeded up and the overall time between these two stations reduced by approximately seven hours. These trains connected at Pandu with the Eastern Bengal Railway trains, thus enabling passengers travelling between Calcutta and Upper Assam to reach their destinations after one night's journey instead of two. After the opening of the King George VI Bridge, express trains were introduced between Chittagong and Mymensingh, providing an alternative service between Calcutta and the Chittagong Division; the Assam Bengal Railway's stock running through to Jagannathganj on the Eastern Bengal Railway to connect with the ferry steamer for Sirajganj. The advantage of this service over the alternative route *viâ* Chandpur is that passengers can arrive in Calcutta in the morning and return by the corresponding train at night, thereby avoiding a night's stay in Calcutta. Through passenger services were also introduced between Chittagong-Narayanganj, Chandpur-Narayanganj and Laksam-Narsinghdi. In all twelve new trains were introduced on different sections, fifteen were cancelled and eleven were extended. The average booked speed of passenger and mixed trains increased from 14·5 miles per hour in March 1937 to 15·9 in March 1938.

Bengal and North-Western Railway.—In order to provide a faster service one mixed train each way between Gorakhpur and Chhitauni Ghat

was converted into a passenger train. A local train each way between Gonda and Pachperwa was extended to and from Barhni.

Bengal Nagpur Railway.—The following additional trains were introduced :—

A light train from Kolaghat to Midnapore for the convenience of court passengers; one train each way between Gidni and Khargpur with connections at Khargpur for the Midnapore and Howrah directions for the benefit of passengers attending Midnapore courts and the trading community transacting business at Howrah; one train from Howrah to Machada on Sundays and other public holidays for the convenience of the local public.

In addition two important passenger trains and four local trains were extended.

In conjunction with the Madras and Southern Mahratta Railway, the Vizagapatam-Puri passenger trains were extended to and from Madras to foster pilgrim traffic from Southern India.

Bombay, Baroda and Central India Railway—(Broad gauge).—A new time table was introduced from the 1st October in which all " Fast trains " were accelerated as much as possible by improving the running time between stations and by reducing stops at stations. The Down Gujarat mail from Bombay to Ahmedabad, the Up and Down Kathiawar mails between Bombay and Viramgam and the Up Frontier mail from Delhi to Bombay were speeded up by a quarter of an hour. Six other trains were also similarly accelerated. Suitable day shuttle services were provided between Ratlam, Shamgarh and Kotah. The timings of branch line trains were generally adjusted so as to afford suitable main line connections. A fast service between Bombay Central and Surat, leaving Bombay on Saturday afternoon, and returning to Bombay on Monday morning, named the **" Flying Ranee "** was introduced from the 17th April 1937, and became so popular as to justify its running daily, with effect from the 24th May. From the 2nd October, the week-end train was run in two portions, one between Bombay Central and Surat and the other between Bombay Central and Bulsar thus providing a faster service between Bombay, Bilimora, Navsari and Surat. The fast mixed train from Bombay to Delhi, which previously was scheduled to halt for the night at Ratlam and Kotah, was converted into a through train : this provided also a faster service for long distance through goods traffic from Bombay to the Punjab.

(*Metre gauge.*)—With the general increase of the maximum permissible speed, it was possible to accelerate the services on certain sections; the more important trains affected were :—

Two through passenger trains to and from Morvi Railway and two trains from and to Bikaner State Railway which were converted to mail trains.

Two fast mixed trains which were converted to passenger trains.

Four mail and express trains between Delhi and Ahmedabad.

The Up and Down fast mixed trains between Dhandhuka and Ahmedabad.

A fast passenger service (II and III class) was introduced between Ajmer and Sojat Road.

The following additional trains were introduced :—

Two fast passenger trains between Cawnpore Central and Kanauj.

One passenger train from Hathras Junction to Brindaban.

One passenger train from Brindaban to Muttra Cantonment.

Four express trains between Hissar and Delhi.

Two passenger trains between Ajmer and Nasirabad.

One mixed train from Mhow to Indore.

Eastern Bengal Railway.—By raising the permissible speed on certain sections and re-arranging the timings of trains, the passenger services, both

suburban and main line, were accelerated. The following mail and express trains were speeded up :—

Up and Down Darjeeling mails by 20 and 15 minutes respectively.

Up and Down Assam mails by 20 minutes each.

Up and Down North Bengal Expresses by 30 minutes each.

Up and Down Barisal Expresses by 44 and 15 minutes respectively.

The suburban train services on the Budge-Budge, Calcutta-Diamond Harbour, Calcutta-Canning and Calcutta-Lakshmikantapur sections were considerably accelerated.

Moreover 30 additional trains were introduced on 14 sections and one Naihati local train was extended up to Kanchrapara.

East Indian Railway.—Express trains were introduced between Howrah and Delhi *viâ* Patna, Benares, Lucknow and Moradabad, as well as 28 additional passenger trains (including 12 light trains) on other sections. Twenty-two uneconomical trains were withdrawn. Twenty-five trains were extended and the Bombay and Delhi mails were diverted *viâ* Bandel and the Howrah-Burdwan chord respectively.

Great Indian Peninsula Railway.—One shuttle train each way was introduced between Jubbulpore and Katni, Orai and Cawnpore Central and two shuttle trains each way between Damoh and Saugor. The carriage of passengers by the Down Parcel trains was extended to the Kalyan-Lonavla section. Three " rail bus " trains each way were introduced between Bhusaval and Jalgaon, and two local trains each way between Bombay and Kurla. No less than 2,544 through trains were run over the following sections as compared with 1,766 in the previous year :—

Between New Delhi and Jhansi.
,, Katni Murwara and Ujjain.
,, Ujjain and Katni Murwara.
,, Chheoki and Itarsi.
,, Satna and Itarsi.
,, Junnor Deo and Ujjain.
,, Junnor Deo and Bhusaval.
,, Bhusaval and Junnor Deo.
,, Kalyan and Shahabad.
,, Itarsi and Chheoki.
,, Itarsi and Satna.

The running of the " Deccan Queen " between Poona and Bombay was discontinued.

Jodhpur Railway.—One mixed train was introduced between Hyderabad and Mirpur Khas.

Madras and Southern Mahratta Railway—(Broad gauge).—The Madras-Trivellore Rail bus services (two each way) and the rail car service between Tadepalligudem and Rajahmundry (one each way) were replaced by steam train services. An additional train each way was introduced between Bowringpet and Oorgaum and two existing trains were converted into daily services. One train was added from Madras to Ponneri. A through passenger train was introduced between Madras and Puri which not only reduced the overall time of the journey by about 3 hours but also obviated the inconvenience to which through passengers were subjected by having to change at junctions. During the Christmas holidays two duplicate mail trains were run between Madras and Cocanada to relieve overcrowding in the regular mail trains : the run of the Waltair passenger trains was extended between Gudur and Madras during these holidays.

His Exalted Highness the Nizam's State Railway.—On the metre gauge 6 additional passenger trains were introduced giving a daily increase of 702 passenger train miles.

North Western Railway.—In the course of the year 29 additional trains were introduced over various sections resulting in an increase of about 2,493 train miles per day. Sixteen unremunerative trains accounting for 586 train miles daily were cancelled. The speed of many passenger trains was accelerated as shown below :—

Section.	Speed per hour raised From Miles.	To Miles.
Ferozepore Cantonment-MacLeod Ganj Road	26	35
Ludhiana-Lohian Khas	25	30
Jakhal-Ludhiana	26	35
Lodhran Mailsi and Pakpattan	25	35
Kasur-Amritsar	22	30
Bhatinda-Bahawalnagar and Samasata	30	35
Kotri-Dadu and Ruk	28	35
Daud Khel-Mari Indus	18	30

Rohilkund and Kumaon Railway.—An additional train was introduced between Lalkua and Kashipur and another between Mailani and Lakhimpur Kheri.

South Indian Railway—(Broad gauge).—6 additional trains were introduced. In order to relieve overcrowding in the Malabar and Blue Mountain Express trains, the Cochin Express was introduced as an experimental measure between Madras Central and Ernakulam.

(Metre gauge.)—17 additional trains were introduced and the runs of 11 trains were extended. On the Madras Suburban Electric Section 59 new trains were introduced and the time of the through journey from Madras Beach to Tambaram (18 miles) was reduced from 45 to 40 minutes.

104. Booking offices and out-agencies.

Assam Bengal Railway.—New booking offices were provided at Nazirhat Ghat and Madhu Road halt stations. Temporary booking offices were opened at six stations during *melas*. (An enquiry office was opened at Chittagong and the booking office at Chandpur was extended.)

Bengal and North-Western Railway.—Fifty temporary booking offices were opened at 10 stations to meet the requirements of pilgrims during *melas*, of these 9 were provided at Sonepore during the Kartic Purnamashi *mela*. Five out-agencies were in service of which two were open for only goods traffic and the rest for parcels and goods.

Bombay, Baroda and Central India Railway—(Broad gauge).—Tantithiya flag station on the Tapti Valley Railway was converted into a regular station for the booking of passengers and other coaching traffic. Nine flag stations and one out-agency at Bundi city were opened.

(Metre gauge.)—Kherol flag station on the Ahmedabad-Parantij Railway was converted into a regular station for the booking of all kinds of coaching traffic. Raila Road flag station was re-opened. Temporary booking offices were opened in connection with important *melas* and fairs namely Mahim Urs, the Kumbh *mela* at Muttra and Khwaja and Pushkar fairs at Ajmer. Two out-agencies were opened at Deoli and Pushkar.

An enquiry office was opened at Ahmedabad, also a city booking office at Cawnpore (Parade).

Eastern Bengal Railway.—Two out-agencies were opened at Kot-chandpur and Sootea for all descriptions of traffic, and one each at Agamani and Tamarhat for goods and parcels traffic.

East Indian Railway.—An entirely new station was built at Hardwar, providing up-to-date facilities of all kinds, particularly for those travelling III class. Four new out-agencies were opened and at two of them, *viz.*,

Dumka and Etah, co-ordinated rail-*cum*-bus services were introduced for passenger traffic.

Great Indian Peninsula Railway.—City booking offices were opened at Chalisgaon and Jubbulpore for booking of passengers. Temporary booking offices were opened for certain big fairs at Datia and Pandharpur city. Additional booking windows were opened in connection with the cocoanut fair at Victoria Terminus, the Mohurram fair at Kurla, the Sakharam Maharaj fair at Amalner and the Khaja Bande Nawaz fair at Gulbarga. Basim out-agency was opened for all descriptions of goods traffic except live-stock, offensive goods and liquids in bulk.

Madras and Southern Mahratta Railway.—To provide facilities for passengers arriving by canal and to attract additional traffic to the rail, an additional booking office worked by an Agent, was opened at Narasapur town with satisfactory results. The town booking office at Guntur was closed due to poor patronage.

Nine out-agencies were opened at places situated in the interior—some at a considerable distance from the railway—chiefly to develop traffic to and from the interior and partly to counteract competition from road lorry services. They were:—

Out-agency.	Connecting station.	
Santanutalapadu, Chimakurti, Podile	Ongole	Parcels and goods.
Kanigiri, Kandukur, Ullapalem	Singarayakonda	Do.
Satara	Satara Road	Do.
Gollapudi	Bezwada	Goods.
Chilakalurupet	Narasaravupet	Do.

His Exalted Highness the Nizam's State Railway.—Additional booking offices were opened temporarily for important *jattras* and *melas* according to traffic demands.

North Western Railway.—The city booking offices at Lahore, Montgomery and Simla were converted to city booking agencies. City booking agencies were also opened at Batala, Gujrat, Ludhiana, Sialkot, Khanewal, Multan and Hyderabad (Sind). Seven out-agencies were also opened at—

Shahkot served *viâ* Sangla Hill station.

Ramnagar served *viâ* Akalgarh station.

Nadaun and Gagret served *viâ* Hoshiarpur.

Bharwain and Jawalamukhi Mandir served *viâ* Jawalamukhi Road station.

Mawana served *viâ* Daurala station.

South Indian Railway.—City booking offices were opened at Turaiyur and Pudukkottai town, the former for issue of tickets and transport of passengers to and from Trichinopoly Junction and Trichinopoly Fort, and the latter to and from Pudukkottai station. Transport was also arranged for goods and parcels between Pudukkottai town and the railway station.

Additional out-agencies were opened at—

Vannanturai and Valparai served *viâ* Pollachi.

Devakottai served *viâ* Karaikkudi.

Kodaikanal served *viâ* Kodaikanal Road station.

Additional booking offices were provided at Chetpat, Kodambakkam and Tambaram.

A number of enquiry offices were temporarily opened at important pilgrimage centres during the Mahodayam festival, and special stalls within

the precincts of important Swadeshi and Industrial and Fine Arts Exhibitions held at places served by the railway.

Three train halts were opened on the broad gauge and 13 on the metre gauge. The halt at Tolasampatti (broad gauge) was converted into a flag station.

105. Waiting rooms and waiting halls.

Assam Bengal Railway.—New waiting halls were provided at Borhat, Uttarda, Balakhal, Bhairab Bazar, Ashuganj and Shambhuganj. The waiting halls at Nilambazar, Dohazari, Fenchuganj, Nazirhat Ghat, Mairabari, Hojai and Chaparmukh were extended.

Bengal and North-Western Railway.—A waiting room for upper class passengers was provided at Yusufpur station.

Bengal Nagpur Railway.—An intermediate class waiting room was provided at Jajpur Road. A passenger hall was provided at Charmuria and a ladies waiting hall at Umaria. The third class waiting hall at Raigarh station was extended. The floors of six third class waiting halls were paved with patent stone.

Bombay, Baroda and Central India Railway.—New waiting halls were built at Kim and Ras stations. The existing waiting halls at Virar and Mahim were enlarged and the sheds at Khar and Ajmer were extended. The waiting hall at Chhayapuri was provided with walls and gutters and the extra enclosures at Ajmer used at times of fairs were roofed.

Eastern Bengal Railway.—The following were provided during the year:—

a ladies waiting hall at Bagerhat college;

shelters on the platforms at Kushtia and Garia;

a new station building with Indian ladies waiting room at Changripota;

an intermediate and third class waiting hall with separate accommodation for ladies at Mymensingh;

a waiting hall for the general public and a ladies waiting room at Ghograpar;

intermediate and third class ladies waiting rooms at Hamiltonganj and Setabganj.

East Indian Railway.—During the year the following additional waiting rooms were provided:—

(i) For upper class passengers—one at Guraru.

(ii) Intermediate class waiting rooms—

General public.		Ladies.
Rampore Haut.	Guraru.	Rampore Haut.
Sahibganj.	Bukhtiarpur.	Sahibganj.
Durgapur.	Futwah.	
Salar.	Tehta.	Bareilly.
Mokameh Ghat.	Koilwar.	
Sasaram.	Bareilly.	
Unao.		

(iii) Third class waiting rooms or halls.

General public.	Ladies.
Madhupur.	Taregna.
Taregna.	Futwah.
Arrah.	Bindhachal.
Guraru.	Unchahar.

Great Indian Peninsula Railway.—Third class waiting halls were provided at Savalji, Martur, Hisvahal, Bhadsivni, Bikrampur, Bohani and Salichauka Road.

Jodhpur Railway.—One first class waiting room was provided at Pithoro, and three second class waiting rooms at Tando Jan Mohamed, Jhuluri and Pithoro. A combined upper class waiting room was constructed at Naranpura. Six waiting rooms were built at New Chhor, Jhuluri, Nazikabad, Rajar (Sind), Barani (Sind) and Roshanabad for third class passengers generally and two for ladies at Tando Alahyar and Tando Jam.

Madras and Southern Mahratta Railway.—Shelters for passengers were provided at all halts including Kupvad, Pullampet and Manchili. On certain branches where first and second class carriages were withdrawn from service, intermediate class passengers were allowed the use of upper class waiting rooms.

His Exalted Highness the Nizam's State Railway.—The lighting in the bath rooms of upper class passengers' waiting rooms at Jalna, Purna, Hingoli and Bhiknur was improved. For the convenience of pilgrims, permanent sheds were provided at Purli-Vaijnath station.

North Western Railway.—An upper class and intermediate class waiting rooms were provided at Jammu (Tawi) and Rawalpindi, respectively. General intermediate class waiting rooms were provided at Hyderabad (Sind) and Ferozepore cantonment. Third class waiting halls were provided at Datewas, Shakurbasti, Drigh Road, Mahrabpur, Madrisa, Qasamwala and Qaimpur. The third class waiting hall at Budhlada was extended and more accommodation was provided in the ladies' intermediate class waiting room at Delhi.

Rohilkund and Kumaon Railway.—One upper class waiting room was opened.

South Indian Railway.—A bath room was constructed at Sermadevi, Tuticorin, Manamadurai Junction and Tiruppur were electrically lit and the lighting arrangements at nine other stations were improved.

Waiting rooms and waiting halls.

The following statement summarises the number of waiting rooms and waiting halls provided on each Class I railway for the use of intermediate and third class passengers :—

	A. B.	B. & N. W.	B. N.	B., B. & C. I.	E. B.	E. I.	G.I.P.	Jodhpur.	M. & S. M.	N. S.	N. W.		R. & K.	S. I.
											C.	S.		
1. Total number of stations open for passenger traffic.	305	352	518	642	453	766	567	159	519	204	866	177	97	609
2. Number of stations at which waiting rooms or halls have been provided for intermediate class passengers :—														
(i) generally	12	5	16	1	8	112	*Nil*	*Nil*	6	*Nil*	14	3	*Nil*	*Nil*
(ii) for women only	4	10	14	1	3	50	*Nil*	*Nil*	*Nil*	*Nil*	16	2	3	*Nil*
3. Number of stations at which third class waiting rooms or halls have been provided :—														
(i) generally	260	250	461	479	437	398	473	113	453	204	674	110	95	590
(ii) for women only	125	34	69	2	319	166	13	6	11	2	48	12	12	13
4. Percentage of stations at which waiting rooms or halls have been provided as compared with the total number of stations open for passenger traffic :—														
(i) for intermediate class, generally	3·93	1·42	3·09	0·16	1·76	14·6	*Nil*	*Nil*	1·16	*Nil*	1·62	1·69	*Nil*	*Nil*
(ii) for intermediate class, women only.	1·31	2·84	2·70	0·16	0·66	6·53	*Nil*	*Nil*	*Nil*	*Nil*	1·85	1·13	3·09	*Nil*
(iii) for third class, generally	85·2	71·0	89·0	74·6	96·0	52·0	84·4	71·1	87·3	100·0	77·8	62·2	97·9	96·9
(iv) for third class, women only	41·0	9·66	13·3	0·31	70·0	21·7	2·29	3·77	2·22	1·00	5·54	6·78	12·4	2·13

C.=Commercial. S.=Strategic.

106. Covered and raised platforms.

The following statements show the present position in regard to platforms generally :—

106.1. Number of stations provided with covered platforms.

—	A. B.	B. & N. W.	B. N.	B., B. & C. I.	E. B.	E. I.	G.I.P.	Jodhpur.	M. & S. M.	N. S.	N. W.		R. & K.	S. I.
											C.	S.		
1. Total number of stations open for passenger traffic.	305	352	518	642	453	766	567	159	497*	204	866	177	97	609
(i) Class D (or flag) stations . .	113	21	67	128	125	134	94	60	82	65	235	38	5	149
(ii) Other than class D (or flag) stations.	192	331	451	514	328	632	473	99	415	139	631	139	92	460
2. (i) Number of stations at which there are two or more platforms.	72	31	83	111	87	393	190	8	53	24	225	12	9	81
(ii) Total number of platforms at such stations.	161	76	176	270	232	974	452	25	151	58	532	30	26	218
(iii) Total number of covered platforms at such stations.	5	*Nil*	4	176	116	226	125	4	66	12	144	3	10	93
(iv) Percentage of (iii) to (ii) . .	3·11	*Nil*	2·27	65·2	49·8	23·2	27·6	16·0	43·7	20·7	27·1	10·0	38·5	42·7
3. (i) Number of stations other than class D at which there is only one platform.	121	300	378	354	246	301	311	91	362	127	440	132	83	379
(ii) Number of such stations at which there are covered platforms.	*Nil*	*Nil*	1	5	*Nil*	59	9	*Nil*	22	*Nil*	8	1	*Nil*	6
(iii) Percentage of (ii) to (i) . .	*Nil*	*Nil*	0·26	1·41	*Nil*	19·6	2·89	*Nil*	6·07	*Nil*	1·82	0·76	*Nil*	1·58

C.=Commercial. S.=Strategic. *Excludes 22 passenger halts.

106.2. Number of stations provided with platforms above rail level.

—	A. B.	B. & N. W.	B. N.	B., B. & C. I.	E. B.	E. I.	G.I.P.	Jodhpur.	M. & S. M.	N. S.	N. W.		R. & K.	S. I.
											C.	S.		
1. Total number of stations open for passenger traffic.	305	352	518	642	453	766	567	159	497*	204	866	177	97	609
(i) Class D (or flag) stations . .	113	21	67	128	125	134	94	60	82	65	235	38	5	149
(ii) Other than class D (or flag) stations.	192	331	451	514	328	632	473	99	415	139	631	139	92	460
2. (i) Number of stations other than flag stations at which there are more than one platform.	71	31	76	101	82	369	161	8	53	11	211	12	9	81
(ii) Total number of platforms at such stations.	159	76	159	248	220	932	394	25	151	32	504	30	24	218
(iii) Total number of platforms at such stations above rail level.	10	62	132	232	185	604	314	18	151	3	383	23	20	148
(iv) Percentage of (iii) to (ii) . .	6·29	81·6	83·0	93·5	83·1	64·8	79·6	72·0	100·0	96·9	76·0	76·7	83·3	67·9
3. (i) Number of stations at which there is only one platform.	196	321	432	491	366	361	344	151	444	180	607	165	87	528
(ii) Number of such stations at which platforms are above rail level.	5	158	123	201	131	177	196	7	283	72	188	86	27	279
(iii) Percentage of (ii) to (i) . .	2·55	49·2	28·5	40·9	35·8	49·0	56·9	4·64	63·7	40·0	31·0	52·1	31·0	52·8

C.=Commercial. S.=Strategic. * Excludes 22 passenger halts.

107. Refreshment rooms for Hindus and Mahomedans.

The table below shows the number of stations on Class I Railways, provided with refreshment rooms separately and jointly for Hindus and Mahomedans on 31st March 1938, and of these the additions that were made during 1937-38.

Name of Railway.	NUMBER OF STATIONS PROVIDED WITH REFRESHMENT ROOMS FOR THE USE OF			NUMBER OF REFRESHMENT ROOMS WHICH WERE PROVIDED DURING THE YEAR.		
	Hindus and Mahomedans.	Hindus only.	Mahomedans only.	Hindus and Mahomedans.	Hindus only.	Mahomedans only.
Assam Bengal	6	6	5	3	..	..
Bengal and North-Western	..	10	10	..	..	..
Bengal Nagpur	16	..	..	..	..	..
Bombay, Baroda and Central India	..	9	5	..	1	..
Eastern Bengal	..	13	8	..	..	..
East Indian	14	5	4	..	1	..
Great Indian Peninsula	..	6	5	..	1	..
Jodhpur	3	1	..	..	..	..
Madras and Southern Mahratta†	..	29*	5	..	..	..
His Exalted Highness the Nizam's State.	10	..	..	..	..	..
North Western	22	..	..	..	..	..
Rohilkund and Kumaon	1	..	..	..	..	..
South Indian	30	..	4	3	..	..

* Hindu refreshment rooms though run on Hindu lines supplying vegetarian Hindu food are open to other communities also.

† One Indian Christian refreshment room is also run at Mormugao Harbour.

108. Vendors' stalls in waiting halls and on platforms.

Assam Bengal Railway.—Vendors' stalls were in service at 90 stations. Two stalls (one Hindu and one Mahomedan) were provided at new Bhairab Bazar station during the year.

Bengal and North-Western Railway.—Vendors' stalls were open at 39 stations including one opened at Hasanpur Road during the year. In addition tea stalls were in use at 14 stations, including stalls at Mau Junction and Aunrihar Junction opened during the year.

Bengal Nagpur Railway.—Stalls were in service at 65 stations.

Bombay, Baroda and Central India Railway.—Stalls were in use at 92 stations on the broad gauge and 32 stations on the metre gauge. New stalls were opened at Khar, Nagda, Ujjain and Beawar during the year.

Eastern Bengal Railway.—At 79 stations and on three ferry services there were stalls for vending tea, cool drinks and light refreshments. New stalls were opened at Goalundo and Rangiya. At Dinajpur a kitchen was built for the existing Hindu stall.

East Indian Railway.—There were stalls at 120 stations at the end of the year. New stalls were opened at the following eight stations:—

Dankuni.	Allahabad.
Gurup.	Cawnpore Central.
Kodarma.	Etawah.
Mirzapur.	Benares Cantonment.

Great Indian Peninsula Railway.—Sweetmeat, fruit and tea stalls were operating at 133 stations.

Jodhpur Railway.—Vendors' stalls were open at 21 stations. Three stalls were provided during the year one each at Pithoro, Mirpur Khas and Kunri (Sind). In addition two stalls at Mirpur Khas and one each at Pithoro and Jamesabad were opened temporarily.

Madras and Southern Mahratta Railway.—127 stalls were in service at the end of the year.

North Western Railway.—Vendors' stalls were in service at 126 stations. At Golra a stall was provided during the year. At Sukkur and Sakrand shelters were erected over the existing tea stalls.

His Exalted Highness the Nizam's State Railway.—Stalls were in service at 80 stations and platform vendors were available at 70 stations.

Rohilkund and Kumaon Railway.—Vendors' stalls were open at 13 stations.

South Indian Railway.—At the end of the year there were 175 stalls at 99 stations. During the year tea stalls were provided at Negapatam, Dhanushkodi, Paramakkudi, Trichinopoly Junction (Mahomedan stall), Ketti and Chalakudi, fruit stalls at Villupuram and Palni and bunks at 11 other stations.

The following statement summarises the number of stations on Class I railways, at which there were vendors' stalls :—

Railway.	Number of stations at which stalls were in service on 31st March, 1938.	Number of stalls opened during the year.
Assam Bengal	90	2
Bengal and North-Western	39	1
Bengal Nagpur	65	..
Bombay, Baroda and Central India	124	4
Eastern Bengal	79	2
East Indian	120	8
Great Indian Peninsula	133	..
Jodhpur	21	7
Madras and Southern Mahratta	127	..
His Exalted Highness the Nizam's State	80	27
North Western	126	1
Rohilkund and Kumaon	13	..
South Indian	99	8

109. Water supply for passengers.

Assam Bengal Railway.—(a) *Large stations.*—Water taps are provided on the platforms of important stations and English filters of the Berkefeld type are in use at twenty-five stations.

(b) *Small stations.*—Water stored in earthen pots and treated with electrolytic chlorine is available at all such stations.

Watermen are provided at a number of stations to supply water to passengers in trains.

Bengal and North-Western Railway.—(a) *Large stations.*—Hydrants are provided in adequate number on station platforms. Water is also supplied to passengers in trains by watermen provided with wheeled water tanks and buckets.

(b) *Small stations.*—Fresh cool drinking water is kept stored in buckets in station verandahs and supplied to passengers in trains by watermen or other staff specially deputed for the purpose. At engine watering stations there are also hydrants for the supply of fresh water to passengers.

During the year two additional hydrants were provided on the *mela* passenger platform at Bahraich.

One hundred and forty-seven watermen were engaged during the hot weather to supplement the permanent staff.

Bengal Nagpur Railway.—(a) *Large stations.*—Water taps are provided on station platforms and in waiting halls. Watermen also attended passenger

trains with water in drums on wheels: the water was kept cool in specially designed shelters.

(b) *Small stations.*—One hundred and sixty-four drums on wheels were in use for the supply of water through watermen.

During the year, four drinking water shelters were built at Jaleswar, Ballichuk, Sakti and Baraduar and a water tap was provided on the platform near the 3rd class waiting hall at Amgaon.

One hundred and eight additional watermen were engaged during the hot weather.

Bombay, Baroda and Central India Railway.—(a) *Large stations.*—Water taps are generally provided at suitable points on platforms and in waiting halls. Water huts are also erected where cold water is stored in earthenware pots. Hindu and Mahomedan watermen continued to distribute water to passengers in trains.

(b) *Small stations.*—Watermen were employed to supply drinking water, stored in water huts erected on the platforms.

A total of 144 extra watermen was employed during the hot weather.

Eastern Bengal Railway.—During the year tube wells were provided at Poradaha, Raninagar and Tangla and two storage tanks fed by the municipal pipe line were provided at Narayanganj and a water tap at Banmankhi. These facilities supplement the already existing taps and arrangements for the supply of water to passengers in trains through watermen.

East Indian Railway.—(a) *Large stations.*—Drinking water taps and hydrants with collecting masonry base are provided. Cool drinking water is also stored in a sufficient number of earthen pots and buckets and is distributed by watermen in attendance during train times. On the Allahabad Division, the supply of water to passengers from specially designed trollies carrying *matkas* was continued. These *matkas* do not require dippers and thus minimise the risk of contamination by hand.

(*b*) *Small stations.*—Water is stored in *ghurras* embedded in sand and kept in kiosks. From this stock watermen supply water to passengers at train times.

Six hundred and sixty-four additional watermen were engaged during the hot weather months to assist the permanent staff in supplying water to those in trains.

Great Indian Peninsula Railway.—(a) *Large stations.*—A sufficient number of earthen chatties filled with cool drinking water is kept at all stations and watermen are present on the platforms to meet each train with an ample supply of cool drinking water for distribution to passengers. Instead of *lotas* brass ladles were introduced for dealing out water as being more sanitary. The five water trollies each containing three chatties of water, introduced as an experimental measure at Bhusaval, Nagpur, Itarsi, Jhansi and Jubbulpore, proved very serviceable; the use of such trollies was extended to 15 other important stations.

(b) *Small stations.*—A sufficient number of kankharies and chatties containing cool drinking water were placed in shelters.

Three hundred and eighty-five additional watermen were engaged for service to passengers in trains during the hot weather.

Jodhpur Railway.—(a) *Large stations.*—In addition to water taps on platforms, huts for storing cool drinking water were also provided. Charitable organisations were also afforded facilities for supplying water at station platforms, passenger trains and passenger sheds.

(b) *Small stations.*—At the majority of stations, water huts for the storage of cool drinking water were provided with watermen in attendance.

At certain stations additional staff was engaged during the hot weather.

Madras and Southern Mahratta Railway.—Drinking water is supplied to passengers at all stations, the standard arrangement being to place one or more 5-gallon earthenware pots, which are fitted with a brass cock and

a lid, at all stations. Wherever possible water taps are also provided on the platforms. Additional watermen were engaged during the hot weather months, and public bodies were encouraged to help.

His Exalted Highness the Nizam's State Railway.—Water taps are provided at all important stations and also at engine watering stations. During the year water taps were provided on the passenger platform at one more station (Alir) on the broad gauge. In the hot weather months, drinking water was supplied by travelling watermen in all passenger and mixed trains, and additional temporary watermen were posted at 32 stations.

North Western Railway.—Water shelters are provided on platforms containing earthen pots filled with clean and cool drinking water. Separate hand barrows are provided for Hindu and Mahomedan watermen to facilitate supply to passengers in trains. The earthen vessels used for storing water are changed sufficiently often to ensure cleanliness. Water hydrants are provided at certain stations. At large stations separate watermen are deputed to attend to ladies' compartments. At small stations watermen have instructions to give preference to requests from ladies and children. On certain sections, there were travelling watermen for serving passengers in trains. Eight hundred and seventy-five additional watermen were provided during the hot weather months.

Rohilkund and Kumaon Railway.—(a) *Large stations.*—Generally one permanent and one seasonal waterman were employed.

(b) *Small stations.*—Suitable arrangements were in force for the supply of drinking water to passengers at every alternate roadside station. Bhisties were also employed permanently at 10 stations. There are water hydrants at 23 stations.

South Indian Railway.—(a) *Large stations.*—Hydrants are provided on platforms, and in addition water tubs and drums were placed at suitable points. Water carriers were detailed to supply water to passengers in trains.

(b) *Small stations.*—Water stored in drums is kept in a cage or box on platforms. Certain stations are also provided with hydrants.

The water supply arrangements at 7 stations were improved or extended either by the provision of new pipe lines or additional water taps on special occasions such as big festivals, etc.

110. Restaurant or buffet car services.

Assam Bengal Railway.—Dining cars catering in European style were run on the express trains between Chittagong and Bhairab Bazar. Kitchen cars were run on the Up and Down mail trains between Pandu and Tinsukia.

Bengal Nagpur Railway.—Restaurant cars catering in the European style were run on—

Bombay mails between Howrah and Nagpur.

Madras mails between Howrah and Vizianagram.

Bombay, Baroda and Central India Railway.—Restaurant cars catering in the European style were run on the following trains :—

(i) Frontier mails between Bombay and Delhi.

(ii) Ahmedabad-Delhi mails.

(iii) Ahmedabad-Delhi expresses.

Third class carriages with certain compartments set apart for catering in the Indian style were run on—

(i) Kathiawar express trains between Bombay Central and Viramgam.

(ii) Express trains between Bombay Central and Delhi.

A dining car catering in the Indian style was also run on the "**Flying Ranee**" between Bombay Central and Surat.

Eastern Bengal Railway.—Restaurant cars for upper class passengers catering in the European style continued to run between Calcutta and Parbatipur on the Assam mails. On and from the 15th March 1938, a metre gauge restaurant car was run on one service between Sorbhog and Parbatipur for the convenience of upper class passengers travelling to and from Assam.

East Indian Railway.—Restaurant cars catering in the European style were run on the following trains:—

Delhi mails between Moghal Sarai and Delhi.

Bombay mails between Moghal Sarai and Chheoki.

Punjab mails between Howrah and Lhaksar.

Delhi express between Howrah and Delhi.

Five Indian restaurant cars with separate kitchens and dining compartments for Hindus and Mahomedans were run on the Upper India and Punjab express trains between Moghal Sarai and Delhi and Howrah and Moghal Sarai respectively.

Great Indian Peninsula Railway.—Restaurant cars catering in the European style were run on fourteen daily trains and also on the Deccan Queen and Indian Imperial Mail which ordinarily run only once a week in each direction. Restaurant cars catering in the Indian style were run on two trains. Buffet cars were run on four trains.

Jodhpur Railway.—Restaurant cars catering in the European style were run on mail trains between Marwar and Hyderabad (Sind). Refreshment cars catering in the Indian style were run on the following trains:—

The Up and Down mails between Marwar-Hyderabad (Sind).

11 Up and 12 Down trains between Hyderabad (Sind)-Hyderabad (Sind) *viâ* Mirpur Khas, Pithoro and Jhudo.

9 Up and 10 Down mixed trains between Jodhpur-Hyderabad (Sind).

29 Up and 30 Down mixed trains between Sujangarh-Degana.

Indian buffet cars providing light refreshments were run between Jodhpur and Phalodi on 73 Up and 74 Down mixed trains.

Madras and Southern Mahratta Railway.—Restaurant cars catering in the European style were run on the following trains:—

Madras-Calcutta mails between Bezwada and Samalkot.

Bombay-Madras mail from Guntakal to Nandalur.

Madras-Bombay express from Nandalur to Guntakal.

Bangalore-Guntakal passenger from Dharmavaram to Guntakal.

Bangalore-Guntakal mail from Guntakal to Dharmavaram.

Restaurant cars catering in the Indian style were operated on the:—

Broad gauge—

Bangalore expresses between Madras and Bangalore.

Bangalore passengers between Madras and Bangalore.

Grand Trunk expresses between Madras and Bezwada.

Puri passengers between Bezwada and Waltair.

Metre gauge—

Poona mails between Hubli and Miraj.

Poona mails between Harihar and Hubli.

Poona expresses between Miraj and Poona.

Belgaum passengers between Belgaum and Poona.

Hubli passengers between Hubli and Miraj.

Hubli passengers between Guntakal and Hubli.

Hubli passengers between Bezwada and Guntakal.

Guntakal passengers between Hindupur and Guntakal.

His Exalted Highness the Nizam's State Railway.—Four bogie Indian buffet cars having separate kitchen and dining arrangements for Hindus and Mahomedans continued to run; two being on the Up and Down Wadi-Bezwada passenger trains and two on passenger trains between Secunderabad and Purli-Vaijnath.

North Western Railway.—Restaurant cars catering in the European style were run on the :—

Karachi mails between Lahore and Rohri.

Quetta mails between Rohri and Karachi.

Frontier mails between Lahore and Rawalpindi.

Down Punjab-Calcutta mail between Lahore and Jullundur city.

Dining cars catering in Indian style were run on the Bombay expresses between Lala Musa and Delhi.

Karachi mails between Lahore and Rohri.

Rohilkund and Kumaon Railway.—Restaurant cars catering in the European style were run on the Up and Down Agra-Kathgodam express trains.

South Indian Railway.—Dining cars were run on the—

(i) Indo-Ceylon express trains between Trichinopoly Junction and Dhanushkodi.

(ii) Blue Mountain express trains between Erode and Mettupalaiyam during the Hill Season.

Indian buffet cars, providing light refreshments, were run on :—

Dhanushkodi Fast passengers between Madras Egmore and Dhanushkodi.

Trivandrum Fast passengers between Madras Egmore and Shencottah (*viâ* Chord).

Shencottah passengers between Madras Egmore and Shencottah (*viâ* Maniyachi Junction).

The following summarises the number of trains on which restaurant car services were run during 1937-38.

Railways.	Number of trains on which restaurant cars were run, catering in		Number of trains on which buffet cars were run.	Remarks.
	European style.	Indian style.		
Assam Bengal	2	..	2*	* Kitchen cars.
Bengal Nagpur	4	..	..	
Bombay, Baroda and Central India	6	6	..	
Eastern Bengal	4	..	..	† Includes up and down Deccan Queen and Imperial mail run ordinarily once a week.
East Indian	8	4	..	
Great Indian Peninsula	18†	2	4	
Jodhpur	2	8‡	2	‡ Refreshment cars.
Madras and Southern Mahratta	6	24‡	..	
His Exalted Highness the Nizam's State.	..	..	4	
North Western	7	4	..	
Rohilkund and Kumaon	2	..	..	
South Indian	4	..	6	

111. Improvements carried out in existing lower class carriages.

Additional alarm pulls in easily accessible positions were provided in the women's compartments of 87 lower class carriages on the Assam Bengal Railway, 27 carriages on the South Indian Railway and a number of third class carriages on the North Western Railway.

Inter-communicating windows between women's and adjacent compartments were provided in one third class carriage on the Assam Bengal Railway.

Internal door and window catches are being fitted to all intermediate class women's compartments on the Bengal Nagpur Railway as the carriages pass through shops.

Illuminated panels indicating women's compartments were fitted in three intermediate and third class compartments on the Assam Bengal Railway and six third class carriages on the South Indian Railway.

Window bars were provided in women's compartments in six coaches on the South Indian Railway.

An additional light was provided in each of 37 intermediate class women's compartments on the East Indian Railway.

Dynamos were provided in more third class carriages on the Bombay, Baroda and Central India Railway to improve the lighting. External lights have been removed from a number of coaches on the East Indian Railway and placed inside the compartments. In addition 30 watt. lamps are now being used instead of 15 watt. lamps.

Improved type seats were provided in three third class carriages on the Assam Bengal Railway. On the North Western Railway central longitudinal seats were reduced in third class compartments to allow free passage. The width of passages is also being increased in third class carriages on the Rohilkund and Kumaon Railway and improved seats provided.

Seat numbers and reservation label holders for reservation of third class seats were provided in four third class carriages running on the Trivandrum express trains on the South Indian Railway.

A third foot-step and additional hand rails were provided on a number of broad gauge coaches on the South Indian Railway.

Centre double seats were altered to single seats in the intermediate class compartments of all carriages of the North Western Railway which passed through shops during the year.

Rexine covered cushions are being provided in intermediate class carriages on the Assam Bengal, Bengal Nagpur and North Western Railways.

112. Improvements carried out in latrines of lower class carriages.

This subject continues to receive special attention.

Lavatory accommodation was provided in 8 existing non-latrined coaches on the South Indian Railway. Three latrines of standard size were provided in the Rohilkund and Kumaon Railway carriages which came into shops for re-building in addition to two fitted at present. On the Bengal and North-Western Railway non-latrined carriages programmed for re-building were fitted with latrines.

Latrines exceeding the minimum standard in size were provided in all new coaches built on the Bengal Nagpur Railway during the year. On coaches programmed for re-building on the Bengal and North-Western and Rohilkund and Kumaon Railways latrines of the old type have been replaced by improved standard size latrines. Latrines of a number of lower class carriages were enlarged on the Jodhpur and North Western Railways. Standard size latrines are being introduced as bodies of old carriages on His Exalted Highness the Nizam's State Railway are re-built or replaced.

940 tin pots with chains have been provided in the latrines of third class coaches on the South Indian Railway. A tin pot has been attached as an experimental measure to the tap in each of the lavatories of third class compartments of one of the rakes running between Madras and Bangalore city on the Madras and Southern Mahratta Railway.

" *Lota* " filling taps were provided in the latrines of a number of third class carriages on the North Western Railway.

Removable floors of a special design have been fitted in the third class latrines of one of the rakes on the Madras and Southern Mahratta Railway as

an experimental measure. The floors can be removed on arrival at destination and replaced by floors that have been cleaned and aired during the previous 24 hours.

Stainless steel latrine pans were fitted in a large number of third class carriages of the Great Indian Peninsula Railway.

Improved type of automatic flushing arrangement was provided in 349 intermediate and third class latrines on the Assam Bengal Railway. The flushing arrangements of lavatories of new stock of His Exalted Highness the Nizam's State Railway were improved and brought to the required standard.

Brackets for holding "*lota*" and soap have been provided in the latrines of 161 intermediate and third class carriages on the Assam Bengal Railway.

Iron coat hooks have been provided in the latrines of a number of third class carriages on the North Western Railway. On the Eastern Bengal Railway coat hooks are being provided in the lavatories of the existing intermediate class through service coaches. The Jodhpur Railway fitted the latrines of 23 carriages with coat hooks.

Wash hand basins and mirrors have been provided as an experimental measure in one intermediate class carriage on the Assam Bengal Railway. All intermediate class lavatories running on Mail and Express trains on the Bengal Nagpur Railway are being provided with wash hand basins. Folding wash basins and mirrors are being provided in all intermediate class through service coaches on the Eastern Bengal Railway. Wash basins and mirrors were provided in a number of intermediate class carriages on the North Western Railway.

113. Arrangements to ensure cleanliness of latrines in passenger trains.

Assam Bengal Railway.—Latrines in carriages were thoroughly cleaned and sprayed with disinfectant at starting stations, also *en route* at junctions at reasonable hours, and at all times when requests were made and there was time available. Train Examiners were instructed to give special attention to this matter and District and Assistant Officers made frequent inspections.

Bengal and North-Western Railway.—Latrines in trains were cleaned and disinfected every morning at carriage examining stations under the personal supervision of Carriage Examiners: this arrangement proved satisfactory.

Bengal Nagpur Railway.—Assistant Officers and Inspectors were strictly directed to observe the working of the staff at stations and to see that latrines in trains were cleaned and disinfected and that water tanks were filled at starting stations as well as at important intermediate stops. At smaller stations the train examining staff was specially directed to make similar arrangements. Thirty-gallon disinfecting tanks mounted on wheels were in use at important stations to facilitate the cleaning of lavatories in third class carriages.

Bombay, Baroda and Central India Railway.—The tanks of carriages were filled at starting stations and replenished at large stations *en route* by special staff. On the broad gauge notices giving the names of stations at which sweepers were specially detailed were exhibited in lavatories of third class carriages, advising the public to inform the guard or station staff where sweepers' services were required. On the metre gauge, lavatories of carriages were cleaned by sweepers provided at selected stations.

Eastern Bengal Railway.—As in previous years the latrines in all carriages were washed, cleaned and disinfected at terminal stations, and special arrangements were made for cleaning at three intermediate stations on the broad gauge and four stations on the metre gauge. Sweepers were also kept in readiness at other stations to attend to latrines of carriages on through trains. Arrangements were made to fill the lavatory tanks of intermediate and third class compartments at 11 stations.

East Indian Railway.—Arrangements were in force at selected stations on all divisions for the general cleaning of latrines of third class carriages and for replenishing roof tanks of trains passing through. In addition sweepers were deputed at all train examining stations to sweep out compartments and to clean latrines on request.

Great Indian Peninsula Railway.—During the " lay off " period between trips all latrines in rakes were thoroughly scrubbed, flushed, disinfected and inspected prior to the commencement of the trip. Water tanks were always filled at starting stations as also at specified stations *en route* and all third class lavatories were fitted with water taps. As far as practicable the station and carriage sweepers were concentrated at selected stations to clean latrines of third class carriages during the stopping time of trains, particularly between 5 and 7-30 in the mornings. At other points the station sweepers were kept in readiness to attend to trains if and when required.

Jodhpur Railway.—Carriage tanks were filled at terminal stations and at intermediate engine changing stations where trains stopped for a sufficiently long time; the sweepers attended to latrines if and when desired by passengers.

Madras and Southern Mahratta Railway.—Carriage tanks on all trains were filled with water and latrines cleaned at starting stations and at suitable stations *en route.* At all important stations sweepers were detailed to attend to each train to clean latrines.

The experiment initiated last year on the Guntakal District for travelling sweepers to accompany trains on their runs in the early hours of the morning was extended to other Districts at an approximate annual cost of Rs. 8,000.

His Exalted Highness the Nizam's State Railway.—The lavatories of passenger carriages were frequently cleaned under the direct supervision of the Senior Subordinate Executive staff.

North Western Railway.—Instructions were issued to the staff from time to time in regard to the need for keeping latrines of third class carriages clean. A regular programme was drawn up so that the latrines in running trains might be attended to in rotation at different stations between 4 o'clock and 7 o'clock in the mornings. The tanks of carriages were filled both at starting stations and *en route*. The latrines in the rakes were also thoroughly cleaned while at stations between trips under the guidance of the supervising staff.

Rohilkund and Kumaon Railway.—At all principal stations whether starting or intermediate, the tanks of passenger and mixed trains were filled. At all carriage examining stations sweepers were posted to clean and disinfect latrines.

South Indian Railway.—The lavatories in all carriages on trains were cleaned at starting stations and at important Junction stations *en route.*

114. Overcrowding in third class carriages.

This subject continued to receive close attention from all Railways. Under the standing orders of the Railway Board, Class I Railways took a census of passenger trains once in the year during the period when passenger traffic was brisk, but in many cases checks were made during several different months. Where some overcrowding was detected it was usually of comparatively small extent and due to causes which could not readily be foreseen, such as a rush of a number of large marriage parties or abnormally heavy attendance at some fair or festival. Where overcrowding was observed, action was generally taken in one or more of the following directions :—

(*a*) If it appeared to be due to some unusual rush, a further census was conducted over an extended period to see whether in fact that was the case.

(*b*) If it was found to be more or less regular and such as could be rectified by the addition of one or more carriages and the train load permitted this course, it was adopted.

(*c*) If the train already carried the maximum load authorised, endeavours were made to adjust the timings of existing trains so as to relieve congestion at certain hours, and in some cases an additional train was introduced.

(*d*) If action of the nature referred to in items (*a*) to (*c*) above was not possible and the train concerned was an important through train, distance restrictions were imposed so as to relieve that train of any rush of short distance passengers.

The results of the census were placed before Local Advisory Committees together with information in regard to action taken or proposed, for their information and advice.

It may also be mentioned that in the everyday working of Railways, station staff keep a check on the loading of trains and report to their headquarters where trains are running fully loaded and difficulty is experienced in securing accommodation for passengers.

115. Suggestion (or Complaint) Books.

The following is a brief account of the measures adopted on various railways to enable the public to record suggestions or to make complaints in regard to the service rendered :—

Assam Bengal Railway.—Complaint books are provided in refreshment rooms, in dining cars, in vendors' stalls and in hotels, and are also carried by the guards of all passenger or mixed trains. Notices both in English and vernacular are fixed in all carriages advising passengers that guards carry such books, and it is also notified in the public time-table that they are provided at all refreshment rooms. The books provided at vendors' stalls and in hotels are exhibited in a prominent position so that passengers can readily see that they are available.

Bengal and North-Western Railway.—Complaint books are provided at 16 important stations.

Bombay, Baroda and Central India Railway.—A complaint book has so far been provided at one station only and one complaint was recorded during the year. The book is in charge of the ticket collector on duty for checking each train and notices are displayed at various places in the station building advising the public of this and requesting them to record any complaint or suggestion they may have to make.

Eastern Bengal Railway.—A complaint book is kept with the guard of each train carrying passengers. A notice has been displayed in each upper class compartment informing passengers of this fact and steps have been taken to display similar notices in intermediate and third class compartments. Little use has so far been made of these books.

East Indian Railway.—Complaint books are maintained at 57 stations. Notice boards are provided at prominent places in these stations advising the public where and with whom they are to be found. In addition, the names of stations at which these books are maintained are given in public time-table. The books are sent periodically to the Divisional Superintendent's office for inspection and action.

Similar books have also been introduced in the goods sheds at certain stations on two divisions, and the advisability of their introduction at stations on other divisions is being examined.

Great Indian Peninsula Railway.—Such books were maintained as an experimental measure for a year from September 1935 at Bombay (Victoria Terminus), Poona, Sholapur, Nagpur, Jubbulpore and Jhansi. Notices in English, Gujrati and Hindi were exhibited in prominent places at the stations advising the public of their existence and inviting them to record

suggestions or complaints with the assurance that these would receive prompt attention. At the end of the trial year no useful suggestion or reasonable complaint had been recorded and so it was decided to discontinue them. They have, however, since been re-introduced.

Such books have been provided in each of the five air-conditioned coaches and the travelling public have made considerable use of them. Some of the suggestions made have been adopted and others are under investigation.

Madras and Southern Mahratta Railway.—Suggestion (or complaint) books were provided in the waiting rooms, retiring rooms, the Hindu refreshment room, the Mahomedan refreshment room and in Spencer's refreshment room at Guntakal station. The use to which these books were put was carefully watched.

North Western Railway.—Complaint books were maintained in conspicuous places at 22 stations. Near each book was a board bearing the notice :—

" Complaints or Suggestions.

Please assist the North Western Railway in serving you better by recording any complaint in the book kept here."

Inspecting officials examine these books regularly with a view to taking suitable action where this has not already been done.

Rohilkund and Kumaon Railway.—Complaint books have been provided at nine stations and notices are provided to bring their existence to the attention of the public. Arrangements have generally been made to provide for a more extended use of such books.

CHAPTER IX.

MISCELLANEOUS.

116. Accidents.—The year witnessed one of the most serious accidents in the history of Indian Railways. On the 17th July 1937, No. 18 Down Punjab Express was derailed near Bihta (East Indian Railway) resulting in 106 persons being killed and 116 injured. The accident was enquired into by Sir John Thom, Chief Justice of the Allahabad High Court, who was specially deputed for this purpose by the Government of India. His report was received towards the close of the year.

The following are brief details of other important accidents :—

On the 16th August 1937, No. 157 Up passenger collided head-on with No. 170 Down passenger at Santoshpur (Eastern Bengal Railway) resulting in serious injuries to one and slight injuries to 24 passengers and 5 railway employees, including the drivers of the two trains. The cost of damage to rolling stock was Rs. 1,430.

On the 17th September 1937, No. 411 Down mixed derailed between Warora and Majri stations (Great Indian Peninsula Railway) resulting in damage to permanent-way amounting to Rs. 21,800.

On the 14th October 1937, No. 44 Down passenger ran into a motor lorry at a level crossing between Bahawalpur and Samasata (North Western Railway) resulting in the death of 14 passengers in the lorry and injuries to 12. The responsibility for this accident lay with the lorry driver, who was exceptionally careless.

On the 10th December 1937, No. 7 Up Karachi Mail ran into a Stores Special train at Mirpur Mathelo (North Western Railway) resulting in death of one fireman and injuries to the other engine crew of the mail and damage to rolling stock amounting to Rs. 26,000.

On the 16th January 1938, No. 7 Up Express collided in a dense fog with No. 212 Down Goods at Bamhrauli (East Indian Railway) resulting in the death of 3 passengers and 4 railway employees and injuries to 11 passengers and 6 railway employees.

On the 17th February 1938, the engine and six vehicles of No. 582 Down Goods capsized when passing over a bridge between Nailalung and Langcholiet (Assam Bengal Railway) resulting in the death of the driver and injuries to other railway servants and damage to rolling stock, etc., amounting to Rs. 14,500.

On the 19th March 1938, No. 28 Up Allahabad-Bombay Express collided with an empty covered bogie wagon and an engine between Jukehi and Amdara stations (Great Indian Peninsula Railway) resulting in the death of the driver and fireman of the Express and injuries to 17 passengers and 2 railway servants.

117. Review of Accident Statistics.—*So that the results for 1937-38 may be comparable with the preceding years, the figures relating to the Burma Railways which were included up to 1936-37, have been excluded from the following tables.*

(*a*) The following table shows the number of passengers, railway servants and other persons killed and injured in accidents on Indian Railways,

excluding casualties in railway workshops, during the year 1937-38 as compared with the previous year :—

Cause.	KILLED.		INJURED.	
	1936-37.	1937-38.	1936-37.	1937-38.
A.—Passengers.				
In accidents to trains, rolling-stock, permanent-way, etc.	11	105	67	174
In accidents caused by movements of trains and railway vehicles exclusive of train accidents.	163	214	689	818
In accidents on railway premises in which the movement of trains, vehicles, etc., was not concerned.	2	1	31	14
Total .	176	320	787	1,006
B.—Railway servants.				
In accidents to trains, rolling-stock, permanent-way, etc.	7	18	182	107
In accidents caused by movements of trains and railway vehicles exclusive of train accidents.	171	185	2,406	3,258
In accidents on railway premises in which the movement of trains, vehicles, etc., was not concerned.	16	30	6,835	8,773
Total .	194	233	9,423	12,138
C.—Other than passengers and railway servants.				
In accidents to trains, rolling-stock, permanent-way, etc.	55	61	81	80
In accidents caused by movements of trains and railway vehicles exclusive of train accidents.	2,698	2,714	751	773
In accidents on railway premises in which the movement of trains, vehicles, etc., was not concerned.	30	42	104	114
Total .	2,783	2,817	936	967
GRAND TOTAL .	3,153	3,370	11,146	14,111

(*b*) Out of the total of 3,370 persons killed, 2,817 or 84 per cent. were other than passengers and railway servants and of this number 2,129 were trespassers, 495 were reported to be suicides and 73 were killed on railway premises otherwise than during the movement of trains, vehicles, etc. As compared with the previous year, the increase of 217 in the total number of passengers, railway servants and other persons killed was principally under the heads " accidents to trains " (111), " trespassers " (77) and " other accidents " (29).

(*c*) The number of passengers killed increased by 144 and those injured by 219. This increase is mainly attributable to the Bihta disaster on the East Indian Railway. When comparing these statistics it should be remembered that during this year the passenger and mixed train miles, and passenger miles increased by nearly 5 millions and 1,063 millions, respectively.

The following statement shows the number of passengers killed and injured on all Railways in train accidents only, *i.e.*, collisions, derailments, etc., during the last five years as compared with the number of passengers carried.

Year.	* Number of passengers carried (in millions.)	Killed.		Injured.	
		† Number.	Per million passengers carried.	† Number.	Per million passengers carried.
1933-34	493	17	0·03	134	0·27
1934-35	502	14	0·03	63	0·13
1935-36	506	5	0·01	87	0·17
1936-37	512	11	0·02	67	0·13
1937-38	**545**	**105**	**0·19**	**174**	**0·32**

* Represents total of numbers carried on all railways.
† Excludes train wrecking and attempted train wrecking.

(*d*) On Class I Railways the number of railway servants killed in accidents due to the movement of trains and railway vehicles, exclusive of train accidents, increased by 16 and the number injured by 860. As already pointed out, however, there was a considerable increase in train miles and consequently in other vehicle movements.

The following table analyses the main causes of these accidents:—

Cause.	Killed.		Injured.	
	1936-37.	1937-38.	1936-37.	1937-38.
Misadventure or accidental . . .	114	**126**	2,168	**3,052**
Want of caution or misconduct on the part of the injured person.	47	**54**	167	**147**
Want of caution or breach of rules, etc., on the part of servants other than the person injured.	3	..	33	29
Defective apparatus or system of working, dangerous places, dangerous condition of work or want of rules or systems of working.	..	..	..	..
Total .	164	**180**	2,368	**3,228**

(*e*) The following statement analyses the accidents which occurred during the last two years, grouped under the principal causes. A statement showing

the accidents in greater detail for each railway will be found in Appendix D of Volume II of this report :—

	1936-37.	1937-38.
1. Running over cattle	9,074	**9,191**
2. Derailments not involving passenger trains	3,351	**3,361**
3. Accidents due to failure of couplings and draw gear	2,114	**1,966**
4. Accidents due to failure of engines owing to faulty material, workmanship and operation arising from the working of the running staff	1,508	**1,671**
5. Accidents due to failure of engines owing to faulty material and workmanship in the Mechanical Department	421	**429**
6. Broken rails	305	**316**
7. Accidents due to other rolling stock failures	162	**274**
8. Derailment of passenger trains	274	**258**
9. Fires in trains or at stations or bridges	219	**224**
10. Collision involving goods trains or goods vehicles	182	**182**
11. Running over obstructions on the lines other than those at level crossings	175	**157**
12. Trains running over obstructions or vehicles at level crossings	74	**116**
13. Flooding of permanent-way	73	**90**
14. Attempted train wrecking	77	**75**
15. Passenger trains running in the wrong direction through points but not derailed	58	**53**
16. Collisions involving passenger trains	48	**48**
17. Accidents due to failure of axles	45	**46**
18. Land slips	58	**45**
19. Collisions between light engines	23	**33**
20. Accidents due to failure of brake apparatus	32	**22**
21. Train wrecking	16	**14**
22. Accidents due to failure of tyres or wheels	11	**12**
23. Failure of bridges or tunnels	4	**8**
24. Miscellaneous	301	**319**
Total	18,605	**18,910**

(*f*) The total number of accidents shows an increase of 305 as compared with the previous year: against this the increase in total train miles was about 10·6 millions :—

(i) " Running over cattle " still accounts for the largest number of accidents, *i.e.*, 49 per cent. of the whole; next in order are—

	Per cent.
Derailments not involving passenger trains	18
Accidents due to failure of couplings and draw gear	11
Accidents due to failure of engines owing to faulty working of the running staff	9
Accidents due to failure of engines owing to faulty materials, etc.	2
Broken rails	2
Accidents due to other rolling stock failures	1
Derailment of passenger trains	1

(ii) Accidents in railway workshops accounted for the death of 11 and injuries to 8,111 railway servants, or a decrease of 3 in the former and an increase of 904 in the latter head.

118. Damage by floods, fires and other causes.—The year under review was again a fortunate one in that railways were not affected to any very great extent by floods, cyclones and other calamities. The following are brief particulars of the more serious occurrences which affected railways:—

The Assam Bengal Railway was subjected to cyclones on the 19th May 1937, 14th October 1937 and 20th March 1938 which caused damage to roofs of station buildings and quarters at Bhairab Bazar, Noakhali and other stations, but a tidal bore in the river near Noakhali on the 14th October 1937 did little damage although it inundated the floors of the station building, staff quarters and the goods shed at that place.

Bombay, Baroda and Central India Railway.—The Mhow Division of the Bombay, Baroda and Central India Railway experienced an earthquake shock on the 14th March 1938, but beyond causing several cracks in the railway buildings at Mhow and Indore, the earthquake fortunately did no more damage.

A fire which broke out in an accident van at Bayana station due, it is stated, to a tin of petrol being opened near a naked light, caused the death of 2 of the staff and injured 11 others.

There were also several breaches by floods on this railway during June and July 1937, and traffic was interrupted as a result for periods ranging from one to about eight days.

On the Eastern Bengal Railway, storms and floods were responsible for an expenditure of about Rs. 58,000 in repairs, and fires caused damage to the extent of another Rs. 58,000, notably at Cossipore Road station. On the 3rd May 1937 a sudden and violent storm near Dagi station blew over more than 20 wagons of a mixed train, fortunately without injury to any one. The approximate cost of the damage caused was over Rs. 6,000.

Heavy rains in the neighbourhood of Madras from the 16th to 18th November 1937 resulted in the Tondiarpet Marshalling Yard and Madras and Southern Mahratta Railway staff quarters being submerged for several days. The quarters were flooded to a depth of about 5 feet and the staff had consequently to be evacuated and housed in covered wagons until the quarters were ready for re-occupation.

On the Bannu-Laki Marwat Section of the North Western Railway a bomb exploded on a bridge between Bannu and Naurang, on the morning of the 30th March 1938. As a result of this a villager who was crossing the line was killed and four rails were badly distorted. Fortunately, no trains suffered any accident in consequence.

On the South Indian Railway as a result of an exceptionally severe North East monsoon during November 1937, considerable flooding took place accompanied by breaches of the lines and embankments over several sections of the main and branch lines, and through running was suspended for periods ranging from one to fifteen days. The trouble was in many cases aggravated by the bursting of tank bunds in the neighbourhood of the railway.

119. Publicity.—The Central Publicity Bureau working directly under the Railway Board controls offices in London and New York. (In passing it may be mentioned that the office in New York was closed with effect from the 1st July 1938.) The Bureau conducts publicity of an All-India nature in connection with major fairs and festivals and also co-ordinates the efforts of railways in connection with important gatherings that affect the interests of more than one line.

The outstanding feature of the year was a considerable increase in enquiries answered and itineraries prepared for potential tourists by both the New York and the London Offices.

As regards New York the figures show an increase of 113 per cent. in the number of itineraries furnished, 137 per cent. in the number of people covered by such itineraries and 144 per cent. in the total railway value of the itineraries prepared.

As regards London, although under the first two heads the increases were small, the actual value of the itineraries showed an increase of 41 per cent. as compared with the previous year.

World Cruise traffic suffered from the Sino-Japanese war, as some of the extra ships which the travel firms had hoped to engage, had to be cancelled. Nevertheless, three ships visited India and the financial result, although not as good as in the previous year, was satisfactory. The figures for the two years were:—

	Rs.
1936-37 Earnings	2,32,020
1937-38 Earnings	1,99,102

Third Class Traffic.—Three principal festivals engaged the attention of the Bureau. These were:—

(i) The Rath Jatra at Puri.
(ii) The Kartiki *mela* at Garhmukhtesar.
(iii) The Kumbh *mela* at Hardwar.

As regards (i), the result showed a considerable improvement in traffic, amounting to 28 per cent. in passengers and 24 per cent. in earnings over the previous year.

As regards (ii), there was also an increase of nearly 12 per cent. in passengers, and an increase of 13 per cent. in the earnings over the previous year.

As regards (iii), the Kumbh *mela* was the subject of very intensive propaganda, involving not only all the usual methods of dissemination of information, but also the use of aeroplanes for dropping leaflets, canvassing from village to village over an area of nearly 30,000 square miles, and the use of loudspeakers. It is a pleasure to record that very great help was received from the press generally in the dissemination of information. The results obtained were extremely gratifying, as the attendance at the *mela* was a record, amounting to almost double the attendance for the last " Kumbh " ten years ago.

Publicity material of a general nature was widely distributed and in spite of the Far Eastern situation, there was still a large demand.

The following is a brief indication of the nature of the special propaganda undertaken by individual railways:—

Bengal Nagpur Railway.—English and vernacular pamphlets giving information about fairs and festivals, accommodation available in the vicinity of stations, and travel concessions and facilities, were distributed. A feature of the publicity in connection with Rath Jatra festival was the distribution to firms and individuals of a specially designed adhesive label, about the size of an air mail stamp, depicting the Rath Jatra procession and with legends in English and the vernaculars, which they were asked to affix on outgoing letters.

Through the courtesy of the Indian Tea Cess Committee two films on Puri were exhibited at various places in India.

Personal canvassing by the staff was particularly urged and as a result twelve trains were run, the earnings of which amounted to Rs. 77,129. Four passenger canvassers were appointed who will travel about constantly and cultivate personal touch with the travelling public.

Bombay, Baroda and Central India Railway.—The most important step in propaganda was that undertaken in connection with the inauguration of the service between Bombay and Surat, by a train called the **" Flying Ranee ".** The train was at first run only at week-ends but later extended to a daily service. It has a restaurant car, new corridor stock for

third class passengers, an observation car for second class passengers, a telephone and a news bulletin. A film was taken of the ceremony at the inauguration of the service which was shown in Bombay and at various stations adjoining the route it follows.

An intensive campaign was conducted in connection with all fairs and festivals.

Several special trains were run and parties carried in special carriages, largely owing to the special canvassing conducted by the staff.

Eastern Bengal Railway.—A booklet entitled " Bengalay Bhraman " (Travel in Bengal) which is a guide book for all places of interest in the areas served was published. It is priced at annas eight a copy and was so well received that 3,000 copies were sold out in three months and a further reprint was ordered.

An endeavour was made to establish closer contact with the travelling public by the Publicity Officer having personal discussions with the representatives of several educational institutions and travel organisations. This Officer was also co-opted by the Calcutta University as a member of their newly constituted Travel Board.

The railway participated in thirteen exhibitions at which posters and photographs were displayed and publicity literature distributed. Particular mention may be made of the Calcutta Health Week Exhibition at which photographs illustrative of the action taken by the railway for safeguarding the health of the travelling public and the staff were greatly appreciated by visitors. At Rangpur, the Railway received a first class certificate for its exhibits.

The amount spent on advertisements in newspapers was Rs. 50,077 as against Rs. 37,739 during 1936-37. This increase was due to intensive publicity in local and moffusil vernacular papers in connection with the stimulation of lower class traffic generally and the development of *mela* traffic.

East Indian Railway.—No less than 30,000 pictorial posters, 23,000 letter-press posters, about 1,200,000 handbills and 250,000 folders in English and the vernaculars were produced in connection with *melas*, fairs, concessions for coaching and goods services, special trains, etc. There was also special co-operation with Steamship Companies, religious organisations and educational institutions.

On the 10th January 1938, an Information Bureau was opened at the Head Offices (6, Fairlie Place, Calcutta) to deal with the reservation of berths, sale of tickets, sale of publications and posters, preparation of itineraries and distribution of travel literature. It is designed and furnished on modern lines and the visitor will find that apart from the facilities it offers it is an attraction in itself.

In connection with the " Kumbh " *mela* at Hardwar, an intensive advertising campaign was conducted both on the railway itself and in conjunction with the Central Publicity Bureau. For this purpose 485,000 handbills and 50,000 folders in Bengali, Hindi and Urdu were produced and Rs. 1,500 allotted specially for vernacular newspaper advertising.

Great Indian Peninsula Railway.—Most of the expenditure of Rs. 39,564 was on advertising in newspapers or periodicals and the major portion of this was incurred on vernacular insertions.

The output of handbills rose to 1,523,500. The publicity measures embraced a large number of fairs and other gatherings and for many of these a Publicity Inspector was sent to tour towns and villages to make oral announcements, fix posters and distribute handbills accompanied by drum beaters. Much useful information about the wishes and needs of the local population was acquired through this method.

Madras and Southern Mahratta Railway.—More intensive publicity was undertaken, mainly in connection with passenger services but also to advertise the express goods services, reductions in rates, etc. The original

allotment was increased by Rs. 12,000, to a total of Rs. 42,000. The following figures give an idea of the volume of work undertaken :—

Handbills distributed	1,282,650
Folders and pamphlets distributed	145,000
Posters exhibited	12,575
Press notices inserted	1,265

Much greater use was made of the vernacular press.

His Exalted Highness the Nizam's State Railway.—Publicity received considerable attention both in regard to extent and intensity. Special attention was paid to the distribution of handbills and folders to ensure the widest publicity being given to the facilities provided. Brochures on Bidar and the Aurangabad Hotel were produced. Increasing attention was paid to the preparation of advertising media in Urdu and other languages of the State. A Neon sign was erected at Hyderabad and use for advertising excursions and standard concessions. By arrangement with the State Broadcasting Department, interesting talks pertaining to matters of general interest concerning the railway were broadcast periodically.

North Western Railway.—Contracts for space were made with 63 newspapers in place of 57 during the previous year, with a corresponding increase in expenditure. The cinema car visited 173 stations and gave over 350 shows at which approximately 734,000 persons were present. Up to February 1938, the railway had one cinema lorry for railway propaganda in villages away from the railway line. A second lorry was then put into commission. The lorries visited 279 important rural centres and gave over 300 open-air shows at which over 400,000 persons were present.

South Indian Railway.—The several fairs and festivals were advertised as usual through posters, leaflets and the press. Facilities offered to the public by reduced fares, important train services, opening of train halts, Town Booking Offices and Out-Agencies were also widely advertised with encouraging results. Efforts made to encourage students excursions, round tours and tours of small parties were also successful.

A quarterly booklet entitled " Travel Concessions " is being published and distributed free to important firms, traders, associations, clubs, schools, colleges, etc. This helps to advertise the numerous concessions in force and other travel facilities afforded.

NOTE.—See also paragraph 64 in Chapter IV which gives information in regard to other publicity activities with the object of bringing to notice special measures introduced for the convenience of the public.

120. Anti-malarial measures.—During the year under review, anti-malarial measures were continued on railways with good results both to the staff and to the Railway Administrations.

Assam Bengal Railway.—The incidence of malaria throughout the line was not above the average. The control measures instituted at Pahartali continued to show their efficacy. The incidence of malaria at Lumding was slightly less than last year.

Bengal Nagpur Railway.—Anti-malarial work was continued by the malariologist and his staff on the various posts of the line with satisfactory results.

Bombay, Baroda and Central India Railway.—Anti-malarial measures were continued during the year over the whole line and more particularly in Freelandgunj-Dohad, Ratlam, Ahmedabad, Kankaria, Ajmer and Muttra Cantonment.

The total number of primary and recrudescent cases of malaria reported amongst employees for the whole line in 1937-38 was 9,182 and 8,197 respectively as compared with 7,900 and 8,900 in 1936-37. Although there is a slight increase in the number of primary cases a small reduction in recrudescent cases is noticeable. The increase in primary cases was due to the abnormal rainfall in Gujerat and Rajputana.

Eastern Bengal Railway.—At fifteen of the stations under malaria control, anti-larval work was extended to a radius of half a mile from the outermost railway quarters on every side. At fourteen other stations the work was confined to railway limits, the areas outside being dealt with by other public bodies. Anti-parasitic measures were taken at seven stations on the Tangla-Rangapara Branch and anti-larval work at the Bakudih quarries was continued during the year.

Malaria was prevalent in an epidemic form in several parts of Bengal. This naturally had its repercussion on the Eastern Bengal Railway staff. It is significant, however, that stations where anti-malarial measures were being carried out, did not show any abnormal increase in the incidence of malaria. Though quinine still continues to be the mainstay in the treatment and prophylaxis of malaria, the use of the new synthetic drugs Atebrin and Plasmochin has been gradually extended. In the three hyperendemic stations Raja Bhat Khawa, Tangla and Majbat, these synthetic drugs were used to a greater extent than quinine with very satisfactory results.

East Indian Railway.—The anti-malaria campaign continues at Barwadih with satisfactory results. There has been a satisfactory decrease in total sickness which is the only criterion of a successful campaign.

Great Indian Peninsula Railway.—The usual anti-malarial measures with a view to systematic destruction of larvæ and prevention of breeding by regular cleaning and oiling of all drains, drainage of pools of stagnant water, where possible filling up of small pits and depression, etc., continued to be carried out.

Special measures were taken in Bhusaval to control mosquito breeding in the Satara Nala which skirts the Railway colony, and considerable improvement resulted therefrom.

Madras and Southern Mahratta Railway.—Anti-malarial work has been continued satisfactorily.

South Indian Railway.—Consequent on the special steps taken to combat the disease in the Ghat Section, there was a decrease in the number of cases reported from the Southern Districts and also from Salem. There was, however, an increase in the number of cases in Erode Colony due to infection from the neighbouring town. The usual prophylatic and curative measures were adopted and a Sub-Assistant Surgeon trained in this work was temporarily appointed to deal with this disease and the results so far, are promising.

APPENDIX A.

Railway Administrations in India alphabetically arranged in three classes according to their gross earnings showing the working agencies, ownership and route mileage open on 31st March 1938.

NOTE.—Indian Railway Systems have been classified under three classes for statistical purposes—
Class I—Railways with gross earnings of Rs. 50 lakhs and over a year.
Class II—Railways with gross earnings of less than Rs. 50 lakhs a year, but exceeding Rs. 10 lakhs a year.
Class III—Railways with gross earnings of Rs. 10 lakhs and under a year.

[NOTE.—Railways under construction or sanctioned for construction on the 31st March 1938, are shown in italics.]

RAILWAY SYSTEM.		LINES COMPRISED IN THE SYSTEM.			
Name.	Worked by	Name.	Gauge.	Route Mileage.	Owned by
1	2	3	4	5	6
CLASS I RAILWAYS.					
1. Assam Bengal	Assam Bengal Railway Company.	(a) Assam-Bengal	3′ 3¼″	1,131	State.
		(b) Chaparmukh-Silghat	3′ 3¼″	51	Branch line Company under guarantee terms.
		(c) Katakhal-Lalabazar	3′ 3¼″	23	Do.
		(d) Mymensingh-Bhairab Bazar.	3′ 3¼″	100	Branch line Company under guarantee and rebate terms.
2. Bengal and North-Western.	Bengal and North-Western Railway Company.	(a) Mashrak-Thawe	3′ 3¼″	39	State.
		(b) Tirhoot	3′ 3¼″	813	Do.
		(c) Bengal and North-Western.	3′ 3¼″	1,269	Company subsidized by the Government of India*.
3. Bengal Nagpur	Bengal Nagpur Railway Company.	(a) Anuppur-Manendragarh.	5′ 6″	54	State.
		(b) Bengal Nagpur	5′ 6″	2,412	Do.
		(c) Purulia-Ranchi	2′ 6″	116	Do.
		(d) Raipur-Dhamtari	2′ 6″	57	Do.
		(e) Satpura	2′ 6″	626	Do.
		(f) Mayurbhanj	2′ 6″	71	Branch line Company under rebate terms.
		(g) Parlakimedi Light	2′ 6″	56	Private body.
4. Bombay, Baroda and Central India.	Bombay, Baroda and Central India Railway Company.	(a) Bombay, Baroda and Central India.	5′ 6″	1,035	State.
		(b) Bombay, Baroda and Central India.	3′ 3¼″	1,879	Do.
		(c) Bombay, Baroda and Central India.	2′ 6″	72	Do.
		(d) Nagda-Ujjain	5′ 6″	35	Indian State.
		(e) Petlad-Cambay (Anand-Tarapur Section).	5′ 6″	22	Do.
		(f) Petlad-Cambay (Tarapur-Cambay Section).	5′ 6″	12	Do.
		(g) Dhrangadra	3′ 3¼″	40	Do.
		(h) Palanpur State	3′ 3¼″	17	Do.
		(i) Piplod-Devgad-Baria	2′ 6″	10	Do.
		(j) Rajpipla State	2′ 6″	58	Do.
		(k) Tapti-Valley	5′ 6″	156	Branch line Company under rebate terms.
		(l) Ahmedabad-Parantij	3′ 3¼″	89	Do.
		(m) Champaner-Shivra j-pur-Pani Light.	2′ 6″	31	Do.
		(n) Godhra-Lunavada	2′ 6″	25	Do.
		(o) Nadiad-Kapadvanj	2′ 6″	28	Do.

* Receives land only from Government.

RAILWAY SYSTEM.		LINES COMPRISED IN THE SYSTEM.			
Name.	Worked by	Name.	Gauge.	Route Mileage.	Owned by
1	2	3	4	5	6
CLASS I RAILWAYS—*contd.*					
5. Eastern Bengal	State	(*a*) Eastern Bengal	5′ 6″	847	State.
		(*b*) Eastern Bengal	3′ 3⅜″	1,039	Do.
		(*c*) Eastern Bengal	2′ 6″	17	Do.
		(*d*) Cooch Behar State	3′ 3⅜″	33	Indian State.
		(*e*) Sara-Sirajganj	5′ 6″	54	Branch line Company under rebate terms.
		(*f*) Khulna-Bagerhat	2′ 6″	20	Do.
6. East Indian	State	(*a*) East Indian	5′ 6″	4,217	State.
		(*b*) Cawnpore-Burhwal link.*	3′ 3⅜″	66	Do.
		(*c*) Hardwar-Dehra	5′ 6″	32	Branch line Company under guarantee terms.
		(*d*) South Bihar §	5′ 6″	76	Branch line Company.
7. Great Indian Peninsula.	State	(*a*) Great Indian Peninsula.	5′ 6″	3,166	State.
		(*b*) Darwha-Pusad	2′ 6″	43	Do.
		(*c*) Bhopal-Itarsi	5′ 6″	57	Jointly—owned by State and Indian State.
		(*d*) Bhopal-Ujjain	5′ 6″	113	Indian State.
		(*e*) Bina-Goona-Baran	5′ 6″	147	Do.
		(*f*) Dhond-Baramati	2′ 6″	27	Branch line Company under rebate terms.
		(*g*) Ellichpur-Yeotmal	2′ 6″	118	Do.
		(*h*) Pachora-Jamner	2′ 6″	34	Do.
		(*i*) Pulgaon-Arvi	2′ 6″	22	Do.
8. Jodhpur	Indian State	(*a*) Jodhpur-Hyderabad (British Section).	3′ 3⅜″	239	State.
		(*b*) Jodhpur	3′ 3⅜″	767	Indian State.
		(*c*) Mirpur Khas-Khadro	3′ 3⅜″	49	Company subsidized by the Government of India.†
9. Madras and Southern Mahratta.	Madras and Southern Mahratta Railway Company.	(*a*) Madras and Southern Mahratta.	5′ 6″	1,119	State.
		(*b*) Madras and Southern Mahratta.	3′ 3⅜″	1,660	Do.
		(*c*) Alnavar-Dandeli (Provincial).	3′ 3⅜″	19	Do.
		(*d*) Kolar Goldfields	5′ 6″	10	Indian State.
		(*e*) Bangalore-Harihar‡	3′ 3⅜″	211	Do.
		(*f*) Hindupur (Yesvantpur-Mysore Frontier).‡	3′ 3⅜″	51	Do.
		(*g*) Kolhapur State	3′ 3⅜″	29	Do.
		(*h*) Sangli State	3′ 3⅜″	5	Do.
		(*i*) Tenali-Repalle	5′ 6″	22	District Board.
		(*j*) Bezwada-Masulipatam.‖	3′ 3⅜″	52	Do.
		(*k*) West of India Portuguese.	3′ 3⅜″	51	Foreign Country.
10. Nizam's State	Nizam's State Railways.	(*a*) Bezwada Extension	5′ 6″	22	State.
		(*b*) Dronachellam (Dhone)-Kurnool-British Frontier.	3′ 3⅜″	36	Do.
		(*c*) Nizam's State	5′ 6″	667	Indian State.
		(*d*) Nizam's State	3′ 3⅜″	623	Do.

* Under running power agreement, the B. and N.-W. Railway Company run and haul their trains and traffic over this line.

† Receives land only from Government.

§ Leased to the Government for a yearly sum of £30,000.

‡ The working of the line has been transferred to the Mysore Railway with effect from 1st January 1938.

‖ Purchased by the Government of India on 4th February 1938.

Railway system.		Lines comprised in the system.			
Name.	Worked by	Name.	Gauge.	Route Mileage.	Owned by
1	2	3	4	5	6
CLASS I RAILWAYS—*concld.*					
11. North Western .	State . .	(*a*) North Western .	5′ 6″	5,651	State.
		(*b*) Kalka-Simla . .	2′ 6″	60	Do.
		(*c*) Kangra-Valley .	2′ 6″	103	Do.
		(*d*) Kohat-Thal . .	2′ 6″	62	Do.
		(*e*) Mari-Indus Kalabagh-Bannu and Laki-Pezu-Tank-Manzai.	2′ 6″	157	Do.
		(*f*) Zhob Valley (Fort Sandeman Khanai).	2′ 6″	174	Do.
		(*g*) Bahawalnagar Fort-Abbas-Kut-al-Imara	5′ 6″	152	Indian State.
		(*h*) Jammu and Kashmir (Indian State Section).	5′ 6″	16	Do.
		(*i*) Jind-Panipat (Indian State Section).	5′ 6″	26	Do.
		(*j*) Khanpur-Chachran .	5′ 6″	22	Do.
		(*k*) Ludhiana-Dhuri Jakhal.	5′ 6″	78	Do.
		(*l*) Rajpura-Bhatinda .	5′ 6″	108	Do.
		(*m*) Sirhind Rupar .	5′ 6″	31	Do.
		(*n*) Hoshiarpur-Doab (Jullundur Mukerian).	5′ 6″	45	Branch line Company under rebate terms.
		(*o*) Hoshiarpur-Doab (Phagwara-Rahon).	5′ 6″	46	Do.
		(*p*) Mandra-Bhaun .	5′ 6″	47	Do.
		(*q*) Sialkot Narowal .	5′ 6″	39	Do.
		(*r*) Jacobabad-Kashmor.	2′ 6″	76	Do.
		(*s*) Larkana-Jacobabad .	2′ 6″	53	Do.
12. Rohilkund and Kumaon.	Rohilkund and Kumaon Railway Company.	(*a*) Lucknow-Bareilly .	3′ 3½″	311	State.
		(*b*) Rohilkund and Kumaon.	3′ 3½″	259	Company subsidized by the Government of India. ‡
13. South Indian . .	South Indian Railway Company.	(*a*) South Indian . .	5′ 6″	599	State.
		(*b*) South Indian . .	3′ 3½″	1,507	Do.
		(*c*) Nilgiri . . .	3′ 3½″	29	Do.
		(*d*) Travancore (British Section *including* Shencottah-Quilon Section).	3′ 3½″	108	Do.
		(*e*) Morappur-Hosur .	2′ 6″	73	Do.
		(*f*) Tirupattur-Krishnagiri.	2′ 6″	25	Do.
		(*g*) Shoranur-Cochin .	5′ 6″	65	Indian State.
		(*h*) Travancore (Indian State Section).	3′ 3½″	40	Do.
		(*i*) Podanur-Pollachi .	3′ 3½″	25	District Board.
		(*j*) Tinnevelly-Tiruchendur.	3′ 3½″	38	Do.
		(*k*) Peralam-Karaikkal .	3′ 3½″	15	Foreign Country.
		(*l*) Pondicherry . .	3′ 3½″	8	Do.
CLASS II RAILWAYS.					
1. Barsi Light . .	Barsi Light Railway Company.	Barsi Light . . .	2′ 6″	203	Company subsidized by the Government of India and Indian State.*
2. Bengal Dooars . .	Bengal-Dooars Railway Company.	(*a*) Bengal Dooars .	3′ 3½″	40	Company subsidized by District Board.
		(*b*) Bengal Dooars Extensions.	3′ 3½″	121	Company subsidized by the Government of India.†
3. Bhavnagar State .	Indian State . .	Bhavnagar State . .	3′ 3½″	307	Indian State.
4. Bikaner State . .	Do. . . .	Bikaner State . .	3′ 3½″	796	Do.

* Receives land only from Government and Indian State.
† Receives land only from Government.
‡ Receives land only from Government. The guarantee of interest and subsidy ceased from 1st January 1885 and 31st December 1894 respectively.

RAILWAY SYSTEM.		LINES COMPRISED IN THE SYSTEM.			
Name.	Worked by	Name.	Gauge.	Route Mileage.	Owned by
1	2	3	4	5	6
CLASS II RAILWAYS—*concld.*					
5. Darjeeling Himalayan	Darjeeling Himalayan Railway Company.	(*a*) Darjeeling Himalayan.	2′ 0″	51	Company subsidized by Provincial Government.
		(*b*) Darjeeling Himalayan Extensions.	2′ 0″	95	Branch line Company under rebate terms.
6. Dibru-Sadiya . .	Assam Railways and Trading Company.	(*a*) Dibru-Sadiya ‡ .	3′ 3¼″	86	Company subsidized by Provincial Government.
		(*b*) Ledo and Tikak-Margherita Colliery.	3′ 3¼″	5	Unassisted Company.
7. Gaekwar's Baroda State.	Indian State . .	(*a*) Gaekwar's Baroda State	3′ 3¼″	255	Indian State.
		(*b*) Khijadiya Dhari	3′ 3¼″	37	Do.
		(*c*) *Prachi Road Kodinar*	3′ 3¼″	16	Do.
		(*d*) Bodeli Chhota Udaipur.	2′ 6″	23	Do.
		(*e*) Gaekwar's Baroda State.	2′ 6″	333	Do.
8. Gondal . . .	Do. . . .	(*a*) Gondal . . .	3′ 3¼″	119	Do.
		(*b*) Jetalsar-Rajkot .	3′ 3¼″	46	Do.
		(*c*) Porbandar State .	3′ 3¼″	41	Do.
9. Jaipur State . .	Do. . . .	Jaipur State . .	3′ 3¼″	180	Do.
10. Jamnagar and Dwarka	Jamnagar and Dwarka Railway Company.	(*a*) Jamnagar . .	3′ 3¼″	54	Do.
		(*b*) Okhamandal . .	3′ 3¼″	37	Do.
		(*c*) Jamnagar-Dwarka .	3′ 3¼″	66	Branch line Company under guarantee and rebate terms.*
11. Junagad State . .	Indian State . .	Junagad State . .	3′ 3¼″	229	Indian State.
12. Morvi . . .	Do. . . .	Morvi	3′ 3¼″	132	Do.
13. Mysore . . .	Do. . . .	(*a*) Mysore . . .	3′ 3¼″	338§	Do.
		(*b*) Kolar District .	2′ 6″	63	Do.
		(*c*) Tarikere-Narasimharajapura Light.	2′ 0″	27	Do.
		(*d*) Bangalore-Chik-Ballapur Light.	2′ 6″	39	Company guaranteed by Indian State.
14. Shahdara (Delhi) Saharanpur Light.	Shahdara (Delhi) Saharanpur Light Railway Company.	Shahdara (Delhi) Saharanpur Light.	2′ 6″	93	Company subsidized by Provincial Government.†
CLASS III RAILWAYS.					
1. Ahmadpur-Katwa .	Ahmadpur-Katwa Railway Company.	Ahmadpur-Katwa .	2′ 6″	32	Branch line Company under guarantee terms.
2. Arrah-Sasaram Light	Arrah-Sasaram Light Railway Company.	Arrah-Sasaram Light .	2′ 6″	65	Company subsidized by District Board.
3. Bankura-Damoodar River.	Bankura-Damoodar River Railway Company.	Bankura-Damoodar River.	2′ 6″	60	Branch line Company under guarantee terms.
4. Baraset-Basirhat Light.	Baraset-Basirhat Railway Company.	Baraset-Basirhat Light .	2′ 6″	52	Company subsidized by District Board.
5. Bengal Provincial .	Bengal Provincial Railway Company.	(*a*) Bengal Provincial .	2′ 6″	33	Unassisted Company.
		(*b*) Dasghara-Jamalpurgunj.	2′ 6″	9	Branch line Company under guarantee terms.
6. Bukhtiarpur-Bihar Light.	Bukhtiarpur-Bihar Light Railway Company.	Bukhtiarpur-Bihar Light	2′ 6″	33	Company subsidized by District Board.
7. Burdwan-Katwa .	Burdwan-Katwa Railway Company.	Burdwan-Katwa . .	2′ 6″	32	Branch line Company under guarantee terms.
8. Cutch State .	Indian State . .	Cutch State . . .	2′ 6″	72	Indian State.

* Financed on rebate terms given by the Jamnagar Durbar.
† Receives only land from Government.
‡ Subsidy ceased with effect from 1920-21.
§ Does not include the mileage of Bangalore-Harihar and Hindupur (Yesvantpur-Mysore Frontier) branches taken over from the M. & S. M. Railway on 1st January 1938.

RAILWAY SYSTEM.		LINES COMPRISED IN THE SYSTEM.			
Name.	Worked by	Name.	Gauge.	Route Mileage.	Owned by
1	2	3	4	5	6
CLASS III RAILWAYS—*concld.*					
9. Dehri-Rohtas Light .	Dehri-Rohtas Light Railway Company.	Dehri-Rohtas Light .	2′ 6″	26	Company subsidized by District Board.
10. Dholpur State . .	Indian State . .	Dholpur State . .	2′ 6″	55	Indian State.
11. Futwah-Islampur .	Futwah-Islampur Light Railway Company.	Futwah-Islampur . .	2′ 6″	27	Branch line Company under guarantee terms.
12. Gwalior Light . .	Indian State . .	Gwalior Light . .	2′ 0″	295	Indian State.
13. Howrah-Amta Light .	Howrah-Amta Light Railway Company.	Howrah-Amta Light .	2′ 0″	44	Company subsidized by District Board.
14. Howrah-Sheakhala Light.	Howrah-Sheakhala Light Railway Company.	Howrah-Sheakhala Light	2′ 0″	20	Do.
15. Jagadhri Light .	Jagadhri Light Railway Company.	Jagadhri Light . .	2′ 0″	3	Unassisted Company.
16. Jorhat . . .	River Steam Navigation Company and India General Navigation and Railway Company.	Jorhat (Provincial) .	2′ 0″	32	State.
17. Kalighat-Falta .	Kalighat-Falta Railway Company.	Kalighat-Falta . .	2′ 6″	26	Branch line Company under guarantee terms.
18. Kulasekarapatnam Light.	East India Distilleries and Sugar Factories.	Kulasekarapatnam Light	2′ 0″	27	Unassisted Company.
19. Matheran Light .	Matheran Steam Tramway Company.	Matheran Light . .	2′ 0″	13	Company subsidized by the Government of India. *
20. Tezpore-Balipara Light.	Tezpore-Balipara Steam Tramway Company.	Tezpore-Balipara Light .	2′ 6″	20	Company subsidized by District Board.
21. Trivellore Light .	T. Namberumal Chetty and Sons.	Trivellore Light . .	2′ 0″	2	Unassisted Company.
22. Udaipur-Chitorgarh .	Indian State . .	Udaipur-Chitorgarh .	3′ 3½″	146	Indian State.

* Receives land and rebate from Government.

APPENDIX B.

Relations of the Government to Railways in India.

(Reprinted from the Report for 1914-15 and brought up to date.)

Diversity of Relations between the State and Railways.—One of the special features of the Indian Railway system is the diversity of conditions that prevails in the relation of the State to the various lines in respect of ownership and control. Of the important lines situated in British India or in which the Government of India is interested, four [the North-Western,* Eastern Bengal, East Indian (with which has been amalgamated the Oudh and Rohilkhand Railway from the 1st July 1925) and Great Indian Peninsula Railways] are owned and worked by the State; five (the Bombay, Baroda and Central India, Madras and Southern Mahratta, Assam Bengal, Bengal Nagpur and South Indian) are owned by the State but worked on its behalf by companies enjoying a guarantee of interest from the Government; two important lines (the Bengal and North-Western, and Rohilkund and Kumaon) and many of less importance are the property of private companies, some being worked by the owning companies and some by the State or by the companies that work State-owned systems; several minor lines are the property of District Boards or enjoy a guarantee of interest granted by such Boards.

The diversity of conditions is in certain respects less important than might at first appear for the following reasons:—

The Government of India exercises under the Indian Railways Act, 1890, in respect of all Railways in British India (and also, by virtue of arrangements with Indian States, in respect of certain railways passing through such States), certain general powers. Thus a railway may not be opened until a Government Inspector has certified that it has been constructed so as to comply with requirements laid down by the Government and can be used for the public carriage of passengers without danger to them. The Government of India can also, in the interest of the safety of passengers, require a railway to be closed, or the use of particular rolling-stock to be discontinued, or may prescribe conditions for the use of the railway or the rolling-stock. They can appoint a Railway Commission to investigate complaints on certain matters such as the withholding of reasonable traffic facilities or the grant of undue preference.

In addition, the Government of India (or in some cases Local Governments) exercise under the provisions of contracts detailed control over the management of all Railways in British India greatly exceeding that which is secured by the Indian Railways Act. They also have a certain financial interest in all companies in British India, and a preponderating interest in most of the railways which are of the first importance.

History of Relations of the Government and Companies.—The main causes which have led to the present diversity of conditions in regard to the agency by which railways are managed, and the relations of the Government with the various classes of companies now in existence, are summarised in the following paragraphs:—

The first proposals for the construction of railways in India were submitted in 1844 to the East India Company in England by Mr. R. M. Stephenson, afterwards Chief Engineer of the East Indian Railways, and others; they included the construction of lines by railway companies to be incorporated for the purpose and the guarantee by the East India Company of a specified return. A contract for the construction by the East Indian Railway Company of an experimental line of 100 miles from Calcutta towards Mirzapore or Rajmehal at an estimated cost of 1,000,000*l.* was made in 1849, and a return of 5 per cent. was guaranteed by the East India Company on the Capital; and a similar contract was made in the same year with the Great Indian Peninsula Railway Company for a line from Bombay to Kalyan at an estimated cost of 500,000*l.* But the policy of entrusting generally the construction of Indian railways to guaranteed companies was not adopted until 1854 on the recommendation of Lord Dalhousie, who, in a minute, dated 20th April 1853, explained his reasons for preferring the agency of companies, under the supervision and control of the Government, to the construction of lines on behalf of the Government by its own officers. He held that the State Engineer offices would make railways as well, and possibly as cheaply, and as expeditiously as companies; but that the withdrawal from other duties of the large number

* Includes the Delhi, Umballa, Kalka and Southern Punjab Railways which were purchased by the Secretary of State on 31st March 1926 and 1st January 1930 respectively.

of officers required would be detrimental to the public interest, that the conduct of commercial undertakings did not fall within the proper functions of any Government and least of all within the functions of the Government of India, since the dependence of the population on the Government was, in India, one of the greatest drawbacks to the advance of the country, and that the country would therefore benefit by the introduction of English energy and English capital for railway purposes, with the possibility that such energy and capital would in due course be encouraged to assist in the development of India in other directions.

Old Guaranteed Railways.—The policy supported by Lord Dalhousie was adopted, between 1854 and 1860. Contracts for the construction of Railways in India were made by the East India Company, or (after 1858) by the Secretary of State for India with the East Indian, Great Indian Peninsula, Madras, Bombay, Baroda and Central India, Sind (afterwards, the Sind, Punjab and Delhi), Eastern Bengal, Great Southern of India (afterwards, when amalgamated with the Carnatic Railway Company —see below—the South Indian) and Calcutta and South-Eastern Railway Companies. Under these contracts the railway companies undertook to construct and manage specified lines, while the East India Company (or the Secretary of State for India) agreed to provide land and guaranteed interest on the capital, the rate fixed being in various cases 5, 4¾ and 4½ per cent. according to the market rates prevailing when the various contracts were made. Half of any surplus profits earned was to be used towards repaying to the Government any sums by which it had been called upon to supplement the net earnings of any previous period in order to make good the guarantee of interest; and the remainder was to belong to the shareholders. In practically all matters of importance except the choice of staff, the companies were placed by the contracts under the supervision and control of the Government which had power to decide on the standard and details of construction; the rolling-stock to be provided, the number, time and speed of trains; the rates and fares to be charged; the expenditure to be incurred; the standard of maintenance; and the form of accounts. The railways were to be held by the companies on leases terminating at the end of 99 years, and on such termination the fair value of their rolling-stock, plant and machinery was to be paid to them. But provision was also made to enable the Government to purchase the lines after 25 or 50 years on terms calculated to be the equivalent of the companies interest therein and also to enable the companies to surrender their lines to the Government and to receive in return their capital at par.

Early Attempts to Secure Funds for Railway Construction without a Guarantee.—An attempt to secure the construction of railways in India, on terms more favourable to the Government than those of the contracts with the original guaranteed companies, was first made in 1862, when a subsidy, but not a guarantee, was granted to the Indian Branch Railway Company which proposed to make feeders to the trunk lines in Northern India, and did actually make one such line. Similar assistance was granted later to the Indian Tramway Company, which made a short line in Madras. In 1864, the terms granted to the two companies mentioned were taken as a standard for general adoption with a view to the encouragement of similar companies. The chief provisions were that the Government, besides giving the necessary land free of costs, would grant an annual subsidy for 20 years at a rate not exceeding £100 per mile of line with an addition in respect of large bridges costing more than £10,000. These terms failed to attract capital, and the two unguaranteed companies which had begun work found themselves after a few years unable to proceed without further assistance from the Government. Consequently, in 1867, a contract was entered into with the Indian Branch Railway Company (which soon after changed its name to the "Oudh and Rohilkhand Railway Company") by which the company was guaranteed interest at 5 per cent. per annum on the cost of certain lines to be carried out by it, on conditions similar to those laid down in the contracts of the period 1854—1860. Similarly, the Indian Tramway Company, after having been given in 1868 a guarantee of 3 per cent. per annum, went into liquidation in 1870, and became absorbed in a new company called the Carnatic Railway Company (afterwards amalgamated with the Great Southern of India Railway Company to form the South Indian Railway Company), with which the Secretary of State entered into a contract guaranteeing interest on its capital at 5 per cent. per annum. In 1869, Sir John Lawrence summed up the result of the experiment of the construction of railways by unguaranteed companies as follows:—"The Government of India has for several years been striving to induce capitalists to undertake the construction of railways in India at their own risk, and on their responsibility with a minimum of Government interference. But the attempt has entirely failed, and it has become obvious that no capital can be obtained for such undertakings otherwise than under a guarantee of interest fully equal to that which the Government would have to pay if it borrowed directly on its own account."

The attempt to encourage unguaranteed companies having thus been unsuccessful, it became necessary to decide whether the old practice of relying on guaranteed companies, of the type that had provided capital for, and had constructed, the first railways

in India, should be continued. The Government of India expressed their objections to this course. They doubted whether their power of control over such companies secured the greatest possible economy in construction. They also disliked the arrangements under which they guaranteed the interest on the capital of companies, and thus became responsible for loss on working while having only a comparatively remote prospect of profiting by the result of successful working. Two important changes were consequently made in the practice that had been followed since the beginning of railway construction in India:—

1. Arrangements were made with some of the most important of the guaranteed companies that, in lieu of the provision that half of any surplus profits was to be applied in repayment of sums advanced by the Government under the guarantee of interest, half of the surplus profits for each half-year should be the property of the Government. In consideration of this modification, the Government relinquished, in the case of three companies, the Great Indian Peninsula, the Bombay, Baroda and Central India and the Madras, its right to purchase the lines at the end of the first 25 years from the dates of the respective contracts.
2. It was decided by the Secretary of State that the time had arrived when in both raising and expending such additional capital as might be required for new lines in India, the Government should secure to itself the full benefit of its own credit and of the cheaper methods which it was expected that it would be able to use. Accordingly, for several years after 1869, the capital expenditure on railway was chiefly incurred direct by the State and no fresh contracts with guaranteed companies were made except for small extensions. Among the lines constructed or begun by State agency and from State capital between 1869 and 1880 were the Indus Valley, Punjab Northern, Rajputana-Malwa, Northern Bengal, Rangoon and Irrawady Valley* and Tirhoot.

Progress in the Construction of Railways.—By the end of 1879, in about 25 years from the introduction of railways in India, 6,128 miles of railway had been constructed by companies which had expended, approximately, £97,872,000 (these figures include the Calcutta and South-Eastern and Nalhati Railways which were constructed by companies but were purchased by the Government in 1868 and 1872, respectively). By the same date 2,175 miles of railway had been constructed by the Government at a cost of £23,695,226.

Introduction of Modified Guarantee Terms.—In 1880, the necessity for great and rapid extension of the railway system was urged by the Famine Commissioners, appointed after the great famine of 1878, who estimated that at least, 5,000 miles were still necessary for the protection of the country from famine. It was held by the Government of the time that a limit was necessary on the capital borrowed annually; and it was clear that the limit fixed was not high enough to allow of such progress in railway construction as was desirable. With reference to this difficulty the Famine Commissioner remarked: " that there would be manifest advantages in giving free scope to the extension of railways by private enterprise if it were possible; and, though the original form of guarantee has been condemned, it may not be impossible to find some substitute which shall be free from its defects, and may secure the investment of capital in these undertakings without involving the Government in financial or other liabilities of an objectionable nature."

Action in the direction suggested by the Commission was taken by the formation of three companies without a guarantee (the Bengal Central in 1881 and the Bengal and North-Western and Rohilkund and Kumaon in 1882), and three new guaranteed companies (Southern Mahratta in 1882, the Indian Midland in 1885, and the Bengal Nagpur in 1887). The Bengal and North-Western and the Rohilkund and Kumaon Railway Companies are referred to more fully, in a later paragraph. The Bengal Central Railway Company's operations were not successful at the outset, and a revised contract was entered into with the company, with effect from the 1st July 1885, under which the Secretary of State guaranteed interest at 3½ per cent. on the company's capital the balance of net earnings remaining after payment of interest on advances by the Secretary of State and debenture capital (but not the share capital) being divided between the Secretary of State and the company in the proportions of three-quarters to the former and one-quarter to the latter. The new contract gave the Secretary of State the right to take possession of the line on the 30th June 1905, or subsequently at intervals of 10 years, on repaying the company's capital at par. The rate of interest guaranteed to the Southern Mahratta Railway Company was also 3½ per cent.; in this case the balance of net earnings remaining after payment of interest on advances by the Secretary of State (but not on share or debenture capital) was divisible in the same way as in the case of the Bengal Central Railway Company. The guarantee to the Indian Midland and

* Forms part of the Burma Railways which have been transferred to the Government of Burma on 1st April 1937.

Bengal Nagpur Railway Companies was 4 per cent.; and the Secretary of State was entitled to three-quarters of the surplus profits in excess of all interest charges. The lines constructed by the three companies last mentioned were declared to be the property of the Secretary of State, who had the right to determine the contracts at the end of approximately 25 years after their respective dates, or at subsequent intervals of 10 years, on repaying at par the capital provided by the companies.

The Assam Bengal Railway Company was formed on similar lines in 1892, except that any surplus profits were to be divided between the Secretary of State and the company in proportion to the capital provided by each. The rate of guarantee in this case was 3½ per cent. for the first six years and thereafter 3 per cent.

The terms of guarantee given to the companies formed since 1880 have thus been much more favourable to the Government than in the case of those formed before 1869.

Termination of Contracts of the Old Guaranteed Companies.—In dealing with the guaranteed companies formed before 1869 and with those formed in 1881 and subsequently, it has been the practice (except in the cases mentioned above, when the purchase of some of the old guaranteed lines was postponed in order to secure to the Government a share in surplus profits) to use in some way or other at the earliest possible date the right reserved by the Government of terminating the contracts of the various companies. The method of making use of this right has differed in different cases. The Eastern Bengal, the Oudh and Rohilkhand, the Sind-Punjab and Delhi and the Southern Punjab lines were purchased and transferred to State management, the last two now forming part of the North Western Railway. Similarly, the Bengal Central line was purchased and made part of the Eastern Bengal Railway. The Madras and the Indian Midland lines were acquired but left, after acquisition, under the management of companies working other lines with which it was advantageous to amalgamate them. In the cases of South Indian, Bombay, Baroda and Central India, Southern Mahratta, and Bengal Nagpur, the course adopted has been to arrange for the continuance of management by the original company (or by a new company closely related to the old one), but to secure more favourable financial conditions for the State by one or more of the following methods:—reduction of the amount of capital retained by the companies in the undertakings, reduction of the rate of interest guaranteed by the State on such capital and modification in favour of the Government of the clauses relating to the division of surplus profits. This method was adopted also in regard to the East Indian and the Great Indian Peninsula Railways, but the contracts under which they were being worked having terminated on the 31st December 1924 and the 30th June 1925 respectively, the management of these lines has been taken over by the State from those dates. Similarly the management of the Burma Railways was taken over by the State on the termination of the contract with the Burma Railways Company on the 31st December 1928. From 1st April 1937 this railway has passed to the control of the Government of Burma.

Arrangements between the Government and Companies at present.—The relations between the Government and the guaranteed companies now working railways may be summarised as follows:—

The lines that they work are the property of the State.

The greater part of the capital is the property of the Government, either through having been originally supplied by it or through the acquisition by the Government of the greater part of the companies' interest on the termination of old contracts.

When funds are required for further capital expenditure, the Government has the option either of providing them or of calling on the company to provide them. Both the Government and the company usually receive interest at a fixed rate on their capital and surplus profits are divided between the Government and the company in the various proportions provided for by the contracts. The company's share is in most cases only a small proportion of the total amount.

All the contracts are terminable at the option of the Secretary of State, at specified dates; and on termination the company's capital is repayable at par.

The administrative control exercised by the Government over the companies is as follows:—

The company is bound to keep the line in good repair, in good working condition, and fully supplied with rolling-stock, plant, and machinery; to keep the rolling-stock in good repair and in good working condition; and to maintain a sufficient staff for the purposes of the line;—all to the satisfaction of the Secretary of State.

The Secretary of State may require the company to carry out any alteration or improvement in the line, or in the working that he may think necessary for the safety of the public or for the effectual working of the line.

The Secretary of State may require the company to enter into agreements, on reasonable terms and conditions, with the administrations of adjoining railways for the exercise of running powers, for the supply to one another of surplus rolling-stock, for the interchange of traffic and rolling-stock and the settlement of through rates, and for additions and alterations to, or the redistribution of, existing accommodation in junctions or other stations in view to their convenient mutual use.

The train service is to be such as the Secretary of State may require. In order to secure a general control over the rates quoted by companies, the Secretary of State has retained power to settle the classification of goods and to authorise maximum and minimum rates within which the companies shall be entitled to charge the public for the conveyance of passengers and goods of each class.

The company has to keep such accounts as the Secretary of State may require, and these are subject to audit by the Secretary of State.

In all other matters relating to the line the company is made subject to the supervision and control of the Secretary of State, who may appoint such persons as he may think proper for the purpose of inspecting the line, auditing the accounts, or otherwise exercising the powers of supervision and control reserved to him. In particular, the Secretary of State has the right to appoint a Government Director to the Board of the company, with a power of veto on all proceedings of the Board. All the moneys received by the company in respect of the undertaking, whether on capital or revenue account, have to be paid over to the Secretary of State.

All expenditure by the company has to be stated and submitted for the sanction of the Secretary of State.

Thus, the Government has the preponderating financial interest in the lines worked by the two classes of guaranteed companies, those formed before 1869 and retained as working agencies with reduced capital after purchase, and those formed on terms more favourable to the State after 1880; it has exceedingly wide control over the methods of working; and it has the right of taking possession of the lines at specified times on repayment at par of the capital of the companies.

Other Lines Worked by Companies.—In addition to the lines referred to above, and apart from lines constructed by Branch line companies, District Boards and Indian States, two lines of some importance have been constructed by companies which receive no direct assistance by the Government, namely, the Bengal and North-Western Railway and the Rohilkund and Kumaon Railway. (The Rohilkund and Kumaon Railway Company was guaranteed interest at 4 per cent. during construction and received for 10 years thereafter a subsidy of Rs. 20,000 per annum. This ceased in 1894). While, however, these companies have no guarantee or other direct payment from the Government, they derive some advantage (partly through direct participation in profits and partly through reduction of expenses) from the fact that the working of certain State lines has been entrusted to them, the Tirhoot Railway to the former company and the Lucknow-Bareilly Railway to the latter. Their lines can be purchased by the State in 1942 on terms which are different in respect of the different sections of the lines, but are, on the whole, much more favourable to the companies than those provided for in the contracts with the guaranteed companies. Failing purchase in 1942, the lines will become the property of the State in 1981 on payment of certain amounts. The general administrative control exercised by the State over these companies and the control over expenditure are similar to that which is exercised as explained above, over guaranteed companies.

APPENDIX C.

The Organisation for Government control.

The initial policy of the Government of India for the construction and working of railways was the establishment of guaranteed railway companies of English domicile. Control over the operations of these companies was at first secured through the appointment of a Consulting Engineer of Guaranteed Railways. Some years later Local Consulting Engineers were appointed for the exercise of control over guaranteed railways and over State-owned railways in the construction of which the State had been financially interested and which had been leased to companies for working. These officers combined the duties of supervision and control on behalf of the Government of India and of an Inspector under the Government of India Railway Act. The Government of India were not directly concerned with the ownership of railways until 1868 when the Calcutta and South Eastern Railway was surrendered to the Indian Government under the terms of the contract between the Secretary of State and the Company.

Owing to the Government of India having in 1869 definitely adopted the policy of direct construction and ownership of railways, a period of rapid development of railway construction ensued and it became necessary to relieve the Public Works Department Secretariat of the Government of India in some measure of the detailed control of railways. Accordingly in 1874 a State Railway Directorate was established and the greater portion of the State Railway establishment and business connected with State Railway Administration was transferred to the control of the Director of State Railways, an officer who functioned on much the same lines as the head of a department under the Government of India. The Consulting Engineer to the Government of India for State Railways was at the same time associated with him but all important matters had still to be referred to the Public Works Department. A special Deputy Secretary in the Railway Branch of the Secretariat of the Public Works Department was also appointed to conduct the correspondence between the Government of India and these officers.

Early in 1877 a further change was made in the organisation responsible for the administration and control of State Railways and in the place of one Director of State Railways three Directors of territorial systems and one Director of State Railways Stores were appointed. These territorial divisions comprised the following systems:—

Central	1,179 miles.
Western	927 miles.
and North Eastern	830 miles.

This division of the administration on a territorial basis proved unsatisfactory in practice as it resulted in the issue of conflicting orders as far as the management of open lines was concerned although no difficulty was experienced in the supervision of new construction.

As the number of lines under construction had decreased and in order to remedy the defect just mentioned, it was decided in 1880 to abolish the Directors of the Central and Western Systems and to transfer the work allotted to them to the Consulting Engineers of the neighbouring guaranteed railways. The abolition of these two appointments resulted in an increase in the administrative work of the Secretariat and it was found necessary to raise the status of the Deputy Secretary to whom the powers previously exercised by the Directors had been entrusted, to that of Director General of Railways.

In the revised organisation the Consulting Engineer to the Government of India for State Railways was associated with the Director General of Railways and assisted the latter primarily in an advisory capacity in matters of civil engineering while the Director of Stores similarly acted in matters concerning stores and rolling-stock and at the same time was an adviser in matters affecting establishment. The Director of Traffic was appointed at the same time as an adviser on traffic problems and the accounts work of the department was placed under the Accountant General, Public Works Department.

Government control and supervision of the Guaranteed Railways continued to be exercised by the Local Consulting Engineers to Government. There were five such officers at the time with headquarters at Bombay, Madras, Calcutta, Lahore and Lucknow. The Consulting Engineers at Madras and Bombay worked directly under the Government of these presidencies, while those at Calcutta, Lahore and Lucknow were under the immediate orders of the Government of India. Under this arrangement practically all powers affecting the finances and day to day management of the

railways were vested either in the Consulting Engineers or in the Government, both for the guaranteed railway companies and later on for State Railways which had been leased for working to railway companies.

The following is a list of the administrative appointments that existed in 1881:—

1. Member of the Governor General's Council, Public Works Department.
2. Secretary, Public Works Department.
3. Deputy Secretary, Railway Branch.
4. Under Secretary, Railway Branch.
5. Consulting Engineer of State Railways.
6. Director General of Railways.
7. Director of Construction.
8. Accountant General, Public Works Department.
9. Director of State Railways, Stores.
10. Three Assistants to the Director General of Railways.
11. Consulting Engineers for Guaranteed Railways at Calcutta, Lahore and Lucknow.
12. Deputy Consulting Engineers for Guaranteed lines, Calcutta, Lahore and Lucknow.

Madras and Bombay.

13. Joint Secretary, Railway Branch and Consulting Engineer for Railways.
14. Deputy Secretary, Public Works Department.

Punjab.

15. Secretary, Public Works Department.

By this time also Local Governments and Administrations had been induced to take a practical interest in the management of railways and in a few cases short extensions had been constructed from funds the interest of which Local Governments had accepted responsibility to pay. Such lines were controlled by the Local Governments concerned under the general supervision of the Government of India.

After 1881 further alterations of a more or less detailed character were made in the administrative organisation and by 1890 the following changes had taken place. Instead of a Deputy Secretary and Under Secretary, Railway Branch, there were then only an Under Secretary and an Assistant Secretary, Railways, in the General Branch. The posts of Director of State Railways, Stores, and Director of Construction had disappeared and in their place there was an Under Secretary, who was an *ex-officio* Deputy Director General of Railways. The post of Accountant General, Railways, had also been abolished and the Accountant General, Public Works Department, was once more made responsible for this work.

Further changes were made in 1897. In that year the post of Director General of Railways was abolished and the post of a Secretary to the Government of India in the Public Works Department was created in its place. The other administrative and secretariat appointments at the headquarters of the Government of India at the time were:—

(1) Director of Railway Construction, and Deputy Secretary and *ex-officio* Director of Stores.

(2) Director of Railway Traffic, and Deputy Secretary and *ex-officio* Director of Railway Statistics.

(3) Two Under Secretaries.

(4) Two Assistant Secretaries.

(5) One Mechanical Assistant.

The post of Consulting Engineer for State Railways was also abolished and his duties transferred to the two Directors. The supervision of the accounts work of the Department, however, still remained under the Accountant General, Public Works Department, who was also an *ex-officio* Deputy Secretary to the Government of India.

In October 1901, Sir Thomas Robertson, C.V.O., was appointed by His Majesty's Secretary of State for India in Council as Special Commissioner for Indian Railways to enquire into and report on the administration and working of Indian Railways. In his report, which became available in 1903, Sir Thomas recommended that the administration of the railways in India should be entrusted to a small Board consisting of a President or Chief Commissioner who should have a thorough practical knowledge of railway working, and should be a member of the Viceroy's Council for railway

matters, and two other Commissioners who should be men of high railway standing and should have a similar training to that of the President. He recommended that the Board should, in addition to the necessary office establishment, be provided with—

(1) A Secretary who should have received a suitable training in the practical working of railways, and who should be *ex-officio* a Secretary to the Government of India.

(2) A Chief Inspector of Railways, to advise on all technical, engineering and mechanical questions.

(3) A suitable number of Government Inspectors.

Sir Thomas Robertson's recommendations were carefully considered by the Governor General in Council and the Secretary of State, and early in 1905 it was decided that the Railway Branch of the Public Works Department of the Government of India should be abolished and that the control of the railway systems in India should be transferred to a Railway Board consisting of three persons, a Chairman and two Members. The Chairman of the Board was vested with the general control of all questions committed to the Railway Board with power to act on his own responsibility subject to confirmation by the Board. The Railway Board were authorised to delegate to the Chairman or a member the power of settling questions which might arise on any tour of inspection, such decision to be recorded subsequently as an act of the Railway Board. The Board was made subordinate and directly responsible to the Government of India in the Department of Commerce and Industry.

The Railway Board assumed office in March 1905 and were provided with the following establishment:—

1. Secretary.
2. Examiner of Accounts.
3. Under Secretary, Construction.
4. Under Secretary, Traffic.
5. Registrar.
6. Director of Railway Construction.

Certain changes were, however, made in the following year and the establishment then consisted of:—

1 Secretary.
3 Assistant Secretaries; one each for Establishment, Construction and Traffic.
1 Registrar.
1 Director of Railway Construction.
1 Railway Accounts Officer.

Sir Thomas Robertson had further suggested in his detailed recommendations that extended powers, both administrative and financial, should be delegated to Boards of Directors of Companies, that the appointments of Consulting Engineers should be abolished and that the work which they performed under the Railways Act should be entrusted to a body of Government Inspectors to be appointed for the purpose. These recommendations were given effect to in a modified form in 1908.

Within a short time after the constitution of the Railway Board, it was found that work was being hampered by having the Commerce and Industry Department between the Railway Board and the Governor General in Council and in October 1908 on the recommendations of the Railway Finance Committee presided over by Sir James Mackay (now Lord Inchcape), the following changes were introduced:—

(1) The appointment of the Chairman of the Railway Board was changed into that of President of the Railway Board and enhanced powers were vested in the President.

(2) The Board with its staff became collectively the Railway Department distinct from and independent of the Department of Commerce and Industry, though remaining under the administrative charge of the Hon'ble Member, Commerce and Industry Department, as the Railway Member.

(3) The President of the Board was given direct access to the Viceroy as if he were a Secretary to the Government of India.

At the same time in consequence of the amalgamation of the Public Works Department Accounts and Civil Audit Establishments under the control of the Finance Member of the Government of India the appointment of Accountant General, Public Works Department, was abolished and the appointment of Accountant General, Railways, was revived.

In 1909 the post of Director of Railway Construction was abolished and the appointment of Chief Engineer with the Railway Board for the purpose of advising the Railway Board on technical matters connected with Civil Engineering was created.

In January 1914, it was decided that the importance of financial and commercial considerations in connection with the control of Indian railway policy justified a modification of the rule that the President and Members of the Railway Board should all be men of large experience in the actual working of railways. It was then decided that in future one member who equally with the others might be appointed President should be selected for commercial and financial experience and a member with the necessary qualifications was appointed.

This arrangement was, however, altered in 1920 when it was decided that all the three members of the Board should possess railway experience. To assist the Board however, in the consideration of financial questions, the post of Financial Adviser to Railway Board was created.

Owing to the expansion of railways in India and the increased work thrown on the Board a second Assistant Secrétary, Engineering, was appointed in 1914, and in 1916 the duties of the Construction Branch were divided between one branch dealing with Projects under an Assistant Secretary and a second branch dealing with Way and Works which was sometimes under a separate officer and at other times under the Secretary or Chief Engineer. In 1922 the charge of the Way and Works branch was divided between the Assistant Secretary in charge of Projects and the Assistant Secretary in charge of Stores.

In November 1922, the Board's establishment was strengthened by the appointment of a Chief Mechanical Engineer. This appointment was created to enable the Board to have at headquarters a reliable adviser on matters connected with mechanical engineering.

During 1921 a Committee presided over by Sir William Acworth visited India and one of the questions referred to them was the evolution of a satisfactory authority for the administration of the varied functions which the Railway Board had to perform as:—

(*a*) the directly controlling authority of the three State-worked systems aggregating 9,028 miles,

(*b*) representative of the predominant owning partner in systems aggregating 22,949 miles,

(*c*) the guarantor of many of the smaller companies,

(*d*) the statutory authority over all railways in India.

The Acworth Committee recommended in their report:—

(1) that a new Department of Communications responsible for railways, ports and inland navigation, road transport and posts and telegraphs under a Member of Council in charge of Communications should be created,

(2) that under the Member of Council for Communications there should be a technical staff consisting on the railway side of a Chief Commissioner and four Commissioners and that of the four one should be in charge of finance and the organisation and staff of the office and the other three Commissioners should be in charge of three respective divisions, Western, Eastern and Southern,

(3) that the technical staff attached to the Commission should be strengthened specially on the traffic side.

The Government of India, though they did not accept the first recommendation of the Acworth Committee, agreed to the re-organisation of the Railway Board being undertaken on the principles underlying the report of the Acworth Committee. The appointment of a Chief Commissioner was accordingly sanctioned in November 1922, and in accordance with the recommendations of the Acworth Committee he is solely responsible, under the Government of India, for arriving at decisions on technical questions and advising the Government of India on matters of Railway policy; he is not liable to be over-ruled, as the President was, by his colleagues in the Railway Board.

The first duty of the Chief Commissioner was to work out detailed proposals for the re-organisation of the Railway Board and as a first step he made recommendations to the Government of India for the immediate appointment of a Financial Commissioner. This recommendation was strongly endorsed by the Indian Retrenchment Committee and the appointment of the Financial Commissioner was made in April 1923 with the sanction of the Secretary of State. The further proposals of the Chief Commissioner for the re-organisation of the Railway Board were accepted by the Government of India and the Secretary of State and were introduced from the 1st April 1924. It was decided, however, for reasons connected with the present statutory position of the Railway Board, and to avoid confusion with the provisions for a Railway Commission under Chapter V of the Railways Act, to retain the name "Railway Board"

for the headquarters organisation of the Railway Department instead of "Railway Commission" as recommended by the Acworth Committee.

The Railway Board as then reconstituted consisted of the Chief Commissioner as President, the Financial Commissioner and two Members, the Chief Commissioner being Secretary to the Government of India in the Railway Department. The proposal of the Acworth Committee that the Indian Railways should be sub-divided into three territorial divisions with a Commissioner in charge of each was not accepted, and the work of the Members of the Board was divided on the basis of subjects and not on a territorial basis. One Member dealt with technical subjects and the other with general administration, personnel and traffic subjects, the Financial Commissioner representing the Finance Department on the Board and dealing with all financial questions.

The re-organisation carried out in 1924 had for one of its principal objects the relief of the Chief Commissioner and the Members from all but important work so as to enable them to devote their attention to larger questions of railway policy and to enable them to keep in touch with Local Governments, railway administrations and public bodies by touring to a greater extent than they had been able to do in the past. This object was effected by placing a responsible Director at the head of each of the main branches of the Board's work, namely Civil Engineering, Mechanical Engineering, Traffic and Establishment. The former Chief Engineer and the Chief Mechanical Engineer who had been employed mainly in consultative work, became Directors and together with the Directors of Traffic and Establishment have been made responsible for the direct disposal of the work of their branches under the general orders of the Railway Board.

The posts of Joint Secretary and 4 Assistant Secretaries were replaced by 6 Deputy Directors working under the Directors and in charge of branches dealing with Establishment, Works, Projects, Stores, Statistics and Traffic. One Assistant Director was also added to supervise the Technical Branch and the Drawing Office. The disposal of the general work of the Railway Board was provided for by the continuance of the post of Secretary in whose name all letters and orders of the Board are issued. The position of the Board as a Department of Government of India has been maintained and it works under the Member for Commerce and Railways. As already stated the Chief Commissioner is the Secretary to the Government of India in the Railway Department and orders issued by the Board over the signature of the Secretary are orders of the Government of India.

Experience of the working of this organisation during 1924-25 and the decision agreed to by the Legislative Assembly in September 1924 to separate railway finances from the general finances of the country made it necessary to appoint a Deputy Director and an Assistant Director of Finance. An Assistant Director of Statistics was also added during that year. Later a Director of Finance was added to the establishment occupying, as regards disposal of work, the same position as the Directors referred to above.

Further experience of the reduction of work resulting from the large delegation of powers and responsibility to the Agents of State-managed railways and the Board of Directors of Company-managed railways enabled a re-arrangement of work to be made during 1925-26 accompanied by a reduction in the staff. Under this re-arrangement the posts of 3 Deputy Directors, an Assistant Director and the Assistant Secretary were held in abeyance. The personnel work was transferred from the Director of Establishment to the Secretary and a temporary post of Deputy Secretary was created. Further a separate technical office was established to take charge of the technical work of the engineering branches. The Technical Officer also acted as *ex-officio* Secretary to the permanent Standardisation Committees which were appointed to deal progressively with all questions of standards of equipment.

This arrangement was found, however, to be inadequate. In addition to the general increase in work in the Railway Board's office consequent on the taking over of the East Indian, Great Indian Peninsula and Burma Railways under State control labour problems had assumed such importance and were so rapidly increasing in number and complexity that it was not possible to deal with them effectively without the appointment of additional staff. Accordingly it was decided to create an additional post of Member of the Railway Board to deal with staff and labour questions; leaving the Member in charge of Traffic, who had hitherto been dealing with establishment matters, to devote his whole time to questions relating to the Transportation and Commercial aspects of Railway work.

It was also decided to revive the post of Deputy Director, Establishment, so as to free the Director of Establishment from this work, and thus enable him to give his time to the study of problems of railway labour. Of the two posts of Deputy Directors of Traffic and Statistics one was held in abeyance from 1925 and the two posts have since been amalgamated.

In October 1930 the compilation of statistical information which used previously to be done in the Board's office was entrusted to the Controller of Railway Accounts, and

with the transfer of this work, the post of Assistant Director of Statistics was also transferred from the Railway Board's office to that of the Controller of Railway Accounts.

In 1931-32, in view of the decline in traffic earnings and in the number and magnitude of Engineering works owing to financial stringency, the possibility of making temporary reductions in the organisation of the Board was explored and as a result of this examination and with the approval of the Secretary of State for India the following superior posts have been held in abeyance with effect from the dates noted below:—

Member, Traffic—29th March 1932.

Member, Engineering—5th May 1932.

Director, Civil Engineering—4th December 1931.

Director, Mechanical Engineering—1st April 1932.

Deputy Secretary—1st March 1932.

Assistant Director of Finance—31st July 1931.

It was also decided, for so long as the post of Member Traffic, was held in abeyance, to create an additional temporary post of Deputy Director, Traffic, with effect from the 1st April 1932.

The re-organisation was complete in May 1932, and then the superior staff in the office of the Railway Board consisted of the Chief Commissioner, the Financial Commissioner, 1 Member, 3 Directors, 6 Deputy Directors and 1 Secretary.

Shortly after this, however, it was recognised that unless the work was to be seriously delayed, it would be impossible for the Chief Commissioner who had taken over the duties of the Member Engineering, after that post had been held in abeyance, to devote the time that was necessary for the disposal of Civil Engineering business in the Railway Board's office and it was accordingly decided to revive the post of Director of Civil Engineering, which was being held in abeyance since December 1931, with effect from November 1932, from which date the post of Deputy Director, Civil Engineering is being held in abeyance. It was also decided in October 1932 to convert the post of Chief Superintendent to that of Assistant Secretary. The post of Director, Mechanical Engineering has been revived with effect from the 1st April 1935. As the Government of India had for some time felt the need for a whole time Member of the Railway Board devoting himself entirely to Traffic questions, such as competition with alternative means of transport, alterations in fares in order to improve net earnings, etc., the post of Member, Traffic, which was held in abeyance from 29th March 1932 has been revived with effect from the 12th October 1936 as a temporary measure but owing to increase of work in the Traffic Branch it has been decided not to abolish for the present the temporary post of Deputy Director, Traffic.

The existing superior staff in the Railway Board's office consists of the Chief Commissioner, the Financial Commissioner, 2 Members, 5 Directors, 5 Deputy Directors, 1 Secretary and 1 Assistant Secretary.

For the conduct of the work connected with the production of standard designs and specifications for all classes of materials, plant and rolling-stock in use on Indian Railways, a Central Standards Office for Railways was formed in January 1930 for a period of 5 years as an experimental measure, the post of Technical Officer with the Railway Board, being abolished at the same time. The activities of this office towards the introduction of standard designs for railways on an all-India basis having proved successful, it was made permanent in 1935 with an addition to the existing staff, to carry out more extensive technical research to enable Indian Railways to keep abreast with modern development in railway practice.

APPENDIX D.

Resolution regarding the separation of railway from General Finances, adopted by the Legislative Assembly on the 20th September 1924.

"This Assembly recommends to the Governor General in Council that in order to relieve the general budget from the violent fluctuations caused by the incorporation therein of the railway estimates and to enable railways to carry out a continuous railway policy based on the necessity of making a definite return to general revenues on the money expended by the State on Railways.

(1) The railway finances shall be separated from the general finances of the country and the general revenues shall receive a definite annual contribution from railways which shall be the first charge on the net receipts of railways.

(2) The contribution shall be based on the capital at charge and working results of commercial lines, and shall be a sum equal to one per cent. on the capital at charge of commercial lines (excluding capital contributed by companies and Indian States) at the end of the penultimate financial year *plus* one-fifth of any surplus profits remaining after payment of this fixed return, subject to the condition that, if in any year railway revenues are insufficient to provide the percentage of one per cent. on the capital at charge surplus profits in the next or subsequent years will not be deemed to have accrued for purposes of division until such deficiency has been made good.

The interest on the capital at charge of, and the loss in working, strategic lines shall be borne by general revenues and shall consequently be deducted from the contribution so calculated in order to arrive at the net amount payable from railway to general revenues each year.

(3) Any surplus remaining after this payment to general revenues shall be transferred to a railway reserve; provided that if the amount available for transfer to the railway reserve exceeds in any year three crores of rupees only two-thirds of the excess over three crores shall be transferred to the railway reserve and the remaining one-third shall accrue to general revenues.

(4) The railway reserve shall be used to secure the payment of the annual contribution to general revenues; to provide, if necessary, for arrears of depreciation and for writing down and writing off capital; and to strengthen the financial position of railways in order that the services rendered to the public may be improved and rates may be reduced.

(5) The railway administration shall be entitled, subject to such conditions as may be prescribed by the Government of India, to borrow temporarily from the capital or from the reserves for the purpose of meeting expenditure for which there is no provision or insufficient provision in the revenue budget subject to the obligation to make repayment of such borrowings out of the revenue budgets of subsequent years.

(6) A Standing Finance Committee for Railways shall be constituted consisting of one nominated official member of the Legislative Assembly who should be chairman and eleven members elected by the Legislative Assembly from their body. The members of the Standing Finance Committee for Railways shall be *ex-officio* members of the Central Advisory Council, which shall consist, in addition, of not more than one further nominated official member, six non-official members selected from a panel of eight selected by the Council of State from their body and six non-official members selected from a panel of eight elected by the Legislative Assembly from their body.

The Railway Department shall place the estimate of railway expenditure before the Standing Finance Committee for Railways on some date prior to the date for the discussion of the demand for grants for railways and shall, as far as possible, instead of the expenditure programme revenue show the expenditure under a depreciation fund created as per the new rules for charge to capital and revenue.

(7) The railway budget shall be presented to the Legislative Assembly if possible in advance of the general budget and separate days shall be allotted for its discussion, and the Member in charge of Railways shall then make a general statement on railway accounts and working. The expenditure proposed in the railway budget, including expenditure from the depreciation fund and the railway reserve, shall be placed before the Legislative Assembly in

the form of demands for grants. The form the budget shall take after separation, the detail it shall give and the number of demands for grants into which the total vote shall be divided shall be considered by the Railway Board in consultation with the proposed Standing Finance Committee for Railways with a view to the introduction of improvements in time for the next budget, if possible.

(8) These arrangements shall be subjected to periodic revision but shall be provisionally tried for at least three years.

(9) In view of the fact that the Assembly adheres to the resolution passed in February 1923, in favour of State management of Indian Railways, these arrangements shall hold good only so long as the East Indian Railway and the Great Indian Peninsula Railway and existing State-managed railways remain under State management. But if in spite of the Assembly's resolution above referred to Government should enter on any negotiations for the transfer of any of the above railways to Company management such negotiations shall not be concluded until facilities have been given for a discussion of the whole matter in the Assembly. If any contract for the transfer of any of the above railway to Company management is concluded against the advice of the Assembly, the Assembly will be at liberty to terminate the arrangements in this Resolution.

Apart from the above convention this Assembly further recommends—

(i) that the railway services should be rapidly Indianised, and further that Indians should be appointed as Members of the Railway Board as early as possible, and

(ii) that the purchases of stores for the State Railways should be undertaken through the organisation of the Stores Purchase Department of the Government of India."

APPENDIX E.

Government of India, Railway Department, Resolution No. 2131-F., dated the 19th February 1925, on the subject of the financing of branch lines of Railways.

The Governor General in Council, with the sanction of His Majesty's Secretary of State for India, is pleased to issue the following orders on the subject of financing of Branch Lines, in supersession of all previous orders on the subject.

1. Branch and Feeder Lines are constructed under an agreement by which the State guarantees a minimum return on the capital, or alternatively, undertakes that the line shall receive, out of the earnings of the main line from traffic contributed by the branch, such a sum, known as a rebate, as will make up the total earnings of the branch to a given sum, while the branch in each case shares with the main line any profits exceeding the guaranteed minimum.

2. This method of encouraging the construction of lines originated 30 years ago simply because the Government of India was unable to furnish the necessary capital.

3. The Acworth Committee pointed out that this method, while enabling lines to be built which would otherwise not have been built, has no other merit. The financial terms usual before the war are now quite inadequate and if the system is to continue they will have to be revised. All the witnesses before the Committee who asked for a revision of the terms admitted that, if the main line were in a position to build a given branch itself, they would prefer that it should be done by the main line rather than that it should be done as a separate undertaking.

4. Amongst the disadvantages pointed out by the Committee are the following:—

(i) The Branch Line Company is usually a fifth wheel to the coach. It implies in some cases a separate construction staff; it always implies a separate Board of Directors, and separate accounts.

(ii) Where the branch is worked by the main line, if its Directors feel that the management is unsatisfactory, they not only make representations to the main line administration, but in the last resort can appeal to the Railway Board which does not make for harmony.

(iii) Capital raised by a small private undertaking, even with a Government guarantee, will cost more than money raised by the State.

(iv) Inconceivable confusion results from the multiplication of independent Railway Companies—each company, small or great, desires to reserve for itself a separate sphere of influence; and jealously demands that, if any new-comer intrudes into that sphere, he shall pay toll to the original concessionaire. This only complicates a situation which ought to be considered solely from the point of view of the public interest. New proposals for the extension or connection of lines by small independent companies are either refused owing to protests by the old company or only permitted on a basis of elaborate accounting between the new company and the old for the profits which hypothetically would have belonged to the old line had the new line not been opened.

5. The only arguments urged in favour of the Branch Line Companies were:—

(i) That money had been raised which the Government of India was unable to furnish.

(ii) That a claim was made that the Branch Line Company obtained from local sources money that would never be subscribed to a Government loan.

(iii) That there may be cases of a Branch Line of smaller gauge *worked independently*, which the Branch Line Company can operate more economically than a main line.

6. The Acworth Committee, therefore, so far from approving of this system considered that the aim of the Government should be to reduce by amalgamation the number of existing companies and that it should only be in cases where the State cannot or will not provide adequate funds that private enterprise in the direction should be encouraged.

7. The disadvantages pointed out by the Acworth Committee required to be even further amplified. The existing Branch Line Companies have ceased for some time to raise additional capital for capital requirements. They have either obtained overdrafts from various Banks for this purpose at heavy rates of interest or issued debentures at special rates of interest (usually about 7 per cent.) or in several cases asked for money to be advanced to them by the Railway Board. So far, therefore, from reducing the amount

that the Government of India have to raise in the open market, they are at present increasing that amount.

8. Another serious disadvantage which is not mentioned by the Acworth Committee is that the main line usually works the Feeder or Branch Line for a remuneration which, in most cases, is limited to a maximum of a fixed percentage of the gross earnings of the Branch Line (usually 40 per cent. or 50 per cent.)—terms of remuneration which at present are grossly inadequate. The result of this arrangement is that many of the main lines whose working expenses are from 60 to 80 per cent. of the gross earnings are saddled with heavy expenditure which ought to have been debited to Branch Line Companies. Where the Branch Line Companies are " successful ", that is, where the shares stand at a high figure, their profits are inflated owing to their working expenses being thus artificially reduced. Again, where in the case of less " prosperous " Branch Line Companies, the Government has to make a direct subsidy in order to make up the guaranteed interest on the capital, the amount paid by way of subsidy does not reveal the true loss of the Government in connection with the Branch Line Company. To this subsidy should be added also the additional loss incurred from the main line working the Branch Line at less than the actual cost. Even this, however, does not give a complete statement of the loss sustained by Government in connection with these Companies. These Companies have been supplied with land free of charge and the cost of such land is not taken into account either in the Capital or the Revenue Accounts of the Companies concerned.

9. The only real argument in favour of these Companies is that they must be utilised in cases where the Government itself is unable or declines to raise the necessary amount of capital for new constructions. It is doubtful whether such a position is likely to recur in the future. It is admitted that to use the agency of these Companies is a far more expensive method of raising money for the construction of railways than direct Government loans can ever be. The amount of assistance given by Branch Line Companies in the past has been trivial; the total amount of capital raised through the agency of Branch Line Companies has only been about Rs. $10\frac{3}{4}$ crores—an amount which in itself is less than the lapse that occurred last year in the provision for capital expenditure in the Railway Budget.

10. The difficulties and complications now experienced in connection with these Branch Line Companies are out of all proportion to the insignificant financial facilities offered by the Companies. The Government of India have therefore decided that the Branch line policy should be abandoned and that an endeavour should be made to reduce the number of the existing Branch Line Companies. If on any occasion the Government of India should be unable to find funds for construction (which is not the case at present), and should it be considered advisable to tap fresh sources for subscription to railway loans by offering terms different from those given to the ordinary Government loans, that is, by offering not only a fixed rate of interest, but a share in the profits of a particular Branch Line, there appears to be no particular advantage of using a financial half-way house specially to float a loan on such terms; there appears to be no reason why the Government should not float the loan direct. But it will probably be found sufficient to raise short-term debentures at a high rate of interest—to be liquidated when the loan market is favourable—a procedure adopted now by the Branch Line Companies, but at a high rate of interest than would be necessary for the Government.

11. There remains the case of the District Board Railways for which some of the capital or the security for the capital is secured by a special cess levied by the District Board throughout the district.

The Acworth Committee pointed out that where a District Board was the promoter of a new Branch Line, considerations other than purely commercial came into play with the result of further complications and confusion. In a footnote to the report they referred to the views expressed by the Madras Government who had drawn attention to a case in which, although no short-circuiting was involved, there had been a delay of over 10 years in arriving at a decision in regard to the terms for working a District Board Railway by the South Indian Railway Company. The amount of capital raised by District Boards for such lines has been only Rs. 137 lakhs while the amount raised by Company lines subsidised by District Boards amounts to Rs. $2\frac{1}{4}$ crores. These amounts are insignificant as compared with the total capital raised by the Government and it is clear that the relief afforded to the Government of India in raising the loans is quite disproportionate to the great complications which have resulted in the working of the railway administration. Loans raised direct by the District Boards do not relieve the market of the Government of India; the money is ultimately borrowed from the Government of India.

12. The legal position regarding the powers of District and Local Boards in the matter of railway construction and management depends in part on the Indian Railways Act, 1890, which, in the absence of express exclusion of its application, extends to all District Board railways and, in part on the nature of the provision made in the matter in the District or Local Boards Act of the province concerned. It is only in the Madras Presidency that the question has assumed prominence and it will suffice to

indicate briefly the nature of the provisions contained in the Madras Local Boards Act, 1920. Action under section 113 of that Act can only be taken " with the previous sanction of the Government of India ". Having obtained such sanction, a District Board may either itself construct and maintain a railway within, or partly within, the local area under the control of the Board, or may subscribe to any debenture loan raised by the Government of India or by any other local authority or by any company for the construction or maintenance of any railway which the Board considers likely to be of benefit to the district, or may guarantee the payment from the district fund of such sums as it shall think fit as interest on capital expended on any such railway (that is, whether the railway is constructed by the Government of India or by any other local authority or by a Company).

Section 236 of the same Act provides that the accumulations of a local railway cess may be utilised for all or any of the purposes specified in section 113, including the guaranteeing of payment of interest on capital spent on a railway.

A District Board in Madras, therefore, can guarantee the payment from the district fund of the money sufficient to make up minimum interest on capital expended on a railway within its area whether such railway is constructed by the Government of India or by a Company, the only disadvantage attaching to this particular form of guarantee being that the Act does not make the payment of the guaranteed interest a first charge on the District Board Fund.

13. The Government of India could not reasonably use their powers under the Indian Railways Act, 1890, or under, *e.g.*, section 113 of the Madras Local Boards Act, 1920, to prevent a District Board or a local body from constructing a light railway or a tramway which had no physical connection with any existing main line and which that local body proposed to work itself or through a local company. But as things stand at present there is no reason for continuing the practice under which District Boards are allowed to make money out of Branch Lines connected with a main line when they themselves cannot make any arrangements for the working of the lines and require to have them run by the main lines.

14. These District Board railways must not be confused with the light and feeder railways which constitute a provincial subject under the Devolution Rules. The provincial subject in question comprises " light and feeder railways and extra-municipal tramways in so far as provision for their construction and management is made by provincial legislation ". That is to say, it comprises only individual light or feeder railways or extra-municipal tramways for the construction and management of which specific provision has been made by an Act of the local legislature of the province concerned. Hitherto, no such legislation has been enacted with the result that the entry in question in the provincial schedule, as also the qualifying words to entry 5 (*a*) * in the central schedule, have no operation, and all existing railways of every description are included in the central subject defined in the last-named entry. It should also be observed that the provincial subject in question is " subject to legislation by the Indian Legislature in the case of any such railway or tramway which is in physical connection with a main line or is built on the same gauge as an adjacent line ", the effect being that a provincial bill designed to provide for the construction of a light or feeder railway or extra-municipal tramway in physical connection with a main line or built on the same gauge as an adjacent main line would require the previous sanction of the Governor General under clause (*f*) of sub-section (3) of section 80-A of the Government of India Act; and it may be presumed that few occasions are likely to arise in which provision will be made by local legislation for the construction of a light or feeder railway not answering one or other of these descriptions.

15. The proposal set forth in this Resolution is not designed to evade the legitimate operation of the legal position described, in the case of District Board railways, in paragraph 12 and in the case of provincial light and feeder railways, in paragraph 14; but it follows from the proposal that Local Governments and District or Local Boards should not, in the absence of special circumstances, be encouraged to build branch or feeder lines. In other words, the normal procedure will be the construction by the Government of India, or at its cost, by a Company, of a branch line which a District Board or Local Government desires to have constructed and is prepared to guarantee. But, should the railway programme not permit the construction of such a line within a reasonable time, the possibility of permitting a District Board or Local Government to construct it from its own funds would require consideration.

Unremunerative Lines.

16. The above proposals relate to the procedure adopted in the past and the procedure which it is proposed to adopt in the future for the financing of the construction of branch or feeder lines expected to prove remunerative from the point of view of railway earnings only. But there are cases where the Local Governments or local

* " Railways and extra-municipal tramways, in so far as they are not classified as provincial subjects under entry 6 (*d*) of Part II of this Schedule."

authorities may desire that a line should be constructed which will not be remunerative on railway earnings and the construction of which is desired by them for purely local reasons on account of the administrative advantages it is likely to confer or for the development of a particular area. It is proposed that in future the Railway Board in such circumstances should have power to arrange for the construction of the line from railway funds if the Local Government or the local authority guarantees the Railway Board against loss. The guarantee would be to the effect that the local authority would make up the difference between the net earnings and the interest and other charges payable. As it is not desirable that the Central Government should make any profit out of such contributions by local authorities; it is also proposed that where contributions have been made by a local authority for this purpose the repayment of such contributions should be a first charge on any net profit subsequently realised from the line, should the line prove remunerative.

17. The Central Government must, however, retain the power to decide whether a line is to be built or not; the proposals in the preceding paragraph must not be taken to imply that a Local Government by giving a guarantee can require the Railway Board to construct a line. Proposals of a Local Government might run counter to the general railway policy or might take the form of short-circuiting railway traffic and so lead to a reduction of receipts from existing lines.

18. These proposals have been circulated to Local Governments and have been generally welcomed by them as affording a suitable method of reconciling central and local interests and of providing for local bodies and Local Governments a method of securing the construction of railways which may be required for purely local reasons, and which, while not likely to prove remunerative on purely railway earnings, are likely to provide such indirect benefits to Local Governments and local bodies as will more than repay the amounts paid under the guarantee. Several such arrangements have already been made with Local Governments.

APPENDIX F.

I.—GAZETTED OFFICERS.

I.—*Statement of Gazetted Officers and Officers of corresponding rank employed on Class I Railways, Railway Board and other Railway Offices (excluding H. E. H. the Nizam's State and Jodhpur Railways) on the 31st March 1938 as compared with 31st March 1937.*

Item.	A. B.		B. N.		B. & N. W.		B., B. & C. I.		Burma.		E. B.		E. I.		G. I. P.		M. & S. M.		N. W.		R. & K.		S. I.		Rly. Board and Miscellaneous officers.		Total.	
	1937.	1938.	1937.	1938.	1937.	1938.	1937.	1938.	1937.†	1938.	1937.	1938.	1937.	1938.	1937.	1938.	1937.	1938.	1937.	1938.	1937.	1938.	1937.	1938.	1937.	1938.	1937.	1938.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
1. *Agency Department*—																												
1·01. Europeans	2	2	4	4	2	5	8	8	5		4	5	5	5	4	4	5	5	7	6	2	2	3	3	3	4	54	53
1·02. Indians—																												
(*a*) Hindus—																												
Other than Depressed classes	1	..	3*	3	..	..	..	..	..		2	2	5	3	..	..	..	..	1	2	..	..	3	3	..	..	*15	13
Depressed classes	..	..	..	..	..	..	..	..	..		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(*b*) Muslims	..	1	..	..	..	..	..	..	..		..	..	..	..	..	..	..	..	1	1	..	..	..	..	..	..	1	2
(*c*) Anglo-Indians and domiciled Europeans.	..	..	..	..	..	..	..	..	..		1	1	3	2	..	1	..	..	1	1	..	..	1	1	..	..	6	6
(*d*) Sikhs	..	..	..	..	..	..	..	..	..		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(*e*) Indian Christians	..	..	..	..	..	..	1	1	..		..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	1	2
(*f*) Parsis	..	..	..	..	..	..	..	..	..		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(*g*) Other communities	..	..	..	..	..	..	..	..	..		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(*h*) Total	1	1	3*	3	..	..	1	1	..		3	3	8	5	..	2	..	..	3	4	..	..	4	4	..	..	*23	23
1·03. Grand Total	3	3	7*	7	2	5	9	9	5		7	8	13	10	4	6	5	5	10	10	2	2	7	7	3	4	*77	76
2. *Accounts Department*—																												
2·01. Europeans	*2	2	5	6	6	6	4	4	2		..	..	4	3	6	6	5	5	..	1	1	1	3	3	*..	..	*38	37
2·02. Indians—																												
(*a*) Hindus—																												
Other than Depressed classes	*2	3	4	4	2	2	2	3	1		6	5	7	7	3	2	2	2	*7	9	2	2	5	5	6	7	*49	51
Depressed classes	..	..	..	..	..	..	..	..	..		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(*b*) Muslims	*1	..	..	..	..	..	2	2	..		..	..	..	1	..	..	..	..	5	3	..	..	*1	1	1	1	*10	8
(*c*) Anglo-Indians and domiciled Europeans.	*2	2	3	3	..	..	2	2	1		..	..	4	4	1	1	2	1	1	..	..	..	1	1	..	..	*17	14
(*d*) Sikhs	..	..	1	1	..	..	..	..	..		1	1	..	..	..	..	..	..	2	2	..	..	..	..	..	..	4	4
(*e*) Indian Christians	..	..	..	..	..	1	..	..	..		..	..	..	..	..	..	..	..	..	..	..	..	1	1	..	..	1	2
(*f*) Parsis	..	..	..	..	..	..	3	2	..		..	..	..	..	1	1	2	2	..	..	..	..	..	..	..	..	5	5
(*g*) Other communities	..	..	..	..	..	..	..	..	..		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(*h*) Total	*5	5	8	8	2	3	8	9	2		7	6	11	12	5	4	6	5	*15	14	2	2	*8	8	7	8	*86	84
2·03. Grand Total	*7	7	13	14	8	9	12	13	4		7	6	15	15	11	10	11	10	*15	15	3	3	*11	11	*7	8	*124	121

Figures not furnished due to separation.

*Revised figures.

† The figures in respect of Parsis are negligible.

APPENDIX F—*contd.*

I.—*Statement of Gazetted Officers and Officers of corresponding rank employed on Class I Railways, Railway Board and other Railway Offices (excluding H. E. H. the Nizam's State and Jodhpur Railways) on the 31st March 1938 as compared with 31st March 1937*—contd.

Item.	A. B.		B. N.		B. & N. W.		B., B. & C. I.		Burma.		E. B.		E. I.		G. I. P.		M. & S. M.		N. W.		R. & K.		S. I.		Ry. Board and Miscellaneous officers.		Total.	
	1937.	1938.	1937.	1938.	1937.	1938.	1937.	1938.	1937.†	1938.	1937.	1938.	1937.	1938.	1937.	1938.	1937.	1938.	1937.	1938.	1937.	1938.	1937.	1938.	1937.	1938.	1937.	1938.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
3. *Engineering Department*—																												
3·01. Europeans	10	9	35	31	16	18	28	27	21		17	15	37	30	*39	38	25	22	40	37	3	2	22	20	*10	9	*303	258
3·02. Indians—																												
(*a*) Hindus—																												
Other than Depressed classes	7	8	10	10	6	4	15	15	4		12	15	34	34	9	12	17	17	48	47	..	..	14	17	2	2	178	181
Depressed classes	..	..	..	..	..	..	..	..	..		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(*b*) Muslims	3	3	3	4	3	3	..	1	..		2	2	4	4	4	6	..	..	9	9	1	1	..	1	..	1	29	35
(*c*) Anglo-Indians and domiciled Europeans.	1	1	9	10	2	2	1	1	3		1	2	5	6	*3	3	1	1	*10	9	..	..	..	..	*1	1	*37	38
(*d*) Sikhs	1	1	..	..	..	3	..	..	..		..	..	..	..	..	..	..	..	6	7	1	1	..	..	..	..	8	12
(*e*) Indian Christians	..	..	..	..	..	..	..	1	..		..	..	..	..	5	5	2	2	*1	1	..	1	1	1	..	..	*9	11
(*f*) Parsis	..	..	1	1	..	..	1	2	..		..	..	2	2	3	2	..	..	..	..	..	..	..	..	..	..	7	7
(*g*) Other communities	..	..	..	..	..	..	..	..	1		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..
(*h*) Total	12	13	23	25	11	12	17	20	8		15	19	45	46	*24	28	20	20	74	73	2	3	15	19	*3	4	*269	282
3·03. Grand Total	22	22	58	56	27	30	45	47	29		32	34	82	76	63	66	45	42	114	110	5	5	37	39	*13	13	*572	540
4. *Transportation*—																												
4·01. Europeans	*6	5	21	19	9	8	23	24	16		*13	10	29	26	*41	36	*15	14	25	26	3	2	9	8	5	4	*215	182
4·02. Indians—																												
(*a*) Hindus—																												
Other than Depressed classes	3	5	16	16	3	3	7	8	..		13	12	13	12	*10	10	7	8	11	10	..	..	12	9	2	2	*97	95
Depressed classes	..	..	..	..	..	..	..	..	..		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(*b*) Muslims	2	1	9	10	1	2	4	4	..		4	4	6	5	4	5	..	1	6	7	1	1	1	3	2	2	40	45
(*c*) Anglo-Indians and domiciled Europeans.	*1	1	4	5	1	1	1	1	2		4	4	8	6	*3	6	3	3	2	7	1	1	5	6	2	2	37	43
(*d*) Sikhs	..	..	2	2	..	..	1	1	..		..	..	1	1	..	..	2	2	4	5	..	..	..	..	..	..	10	11
(*e*) Indian Christians	..	..	1	1	..	..	3	3	..		..	..	1	1	..	..	1	1	1	1	..	..	..	1	..	..	7	8
(*f*) Parsis	..	..	..	..	..	..	2	2	..		..	..	..	..	..	..	1	1	..	..	..	..	..	..	..	..	3	3
(*g*) Other communities	..	..	..	..	..	..	..	..	6		..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	7	..
(*h*) Total	*6	7	32	34	5	6	18	19	8		21	20	29	25	*18	21	14	16	24	30	2	2	18	19	6	6	*201	205
3. Grand Total	*12	12	53	53	14	14	41	43	24		*34	30	58	51	*59	57	*29	30	49	56	5	4	27	27	11	10	*416	387

Figures not furnished due to separation.

* Revised figures.

† The figures in respect of Parsis are negligible.

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
5. Commercial—																												
5·01. Europeans	*3	4			1	2							7	8	10	11							3	3	..	..	*24	28
5·02. Indians—																												
(*a*) Hindus—																												
Other than Depressed classes	..	..			..	..							3	5	11	13							5	7	..	..	19	25
Depressed classes	..	..			..	..							..	..	..	..							..	..	..	..	..	..
(*b*) Muslims	..	..	Included under Transportation.		3	2							1	2	1	1							..	..	..	..	5	5
(*c*) Anglo-Indians and domiciled Europeans.	*1	1			..	..	Included under Transportation.						2	3	*2	2	Included under Transportation.						..	2	..	..	*5	8
(*d*) Sikhs	..	..			..	..							..	..	..	..							..	..	..	..	..	..
(*e*) Indian Christians	..	..			..	..							..	..	1	1							..	..	..	..	1	1
(*f*) Parsis	..	..			..	..							..	..	..	..							..	..	..	..	..	..
(*g*) Other communities	..	..			..	..							..	..	..	..							..	..	..	..	..	..
(*h*) Total	*1	1			3	2							6	10	*15	17							5	9	..	..	*30	39*
5·03. GRAND TOTAL	*4	5			4	4							13	18	*25	28							8	12	..	..	*54	67
6. Mechanical Engineering—																												
6·01. Europeans	*8	8	*26	24	14	14	28	25	20		13	11	28	28	21	18	18	17	43	44	2	1	16	15	4	4	*241	209
6·02. Indians—																												
(*a*) Hindus— Other than Depressed classes	*3	2	*6	8	..	..	5	5	..		7	7	17	21	4	4	5	5	9	10	..	..	5	7	..	..	*61	69
Depressed classes	..	..	..	..	..	..	..	..	..		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(*b*) Muslims	1	2	..	..	..	1	1	1	..		1	1	4	3	..	..	..	..	4	4	..	..	..	..	..	..	11	12
(*c*) Anglo-Indians and domiciled Europeans.	1	1	*3	4	..	..	..	..	2		2	3	8	6	1	1	..	..	1	1	..	..	..	..	..	..	*18	16
(*d*) Sikhs	..	..	..	..	..	..	..	..	..		..	..	1	1	..	..	..	..	1	1	..	..	..	..	..	..	2	2
(*e*) Indian Christians	..	..	..	..	..	..	..	..	..		1	1	1	1	1	1	..	..	2	2	..	..	..	..	1	1	6	6
(*f*) Parsis	..	1	1	1	..	..	..	..	..		..	..	1	1	1	1	1	1	..	..	..	..	..	..	..	..	4	5
(*g*) Other communities	..	..	..	..	..	..	..	..	1		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..
(*h*) Total	*5	6	*10	13	..	1	6	6	3		11	12	32	33	7	7	6	6	17	18	..	..	5	7	1	1	*103	110
6·03. GRAND TOTAL	*13	14	*36	37	14	15	34	31	23		24	23	60	61	28	25	24	23	60	62	2	1	21	22	5	5	*344	319
Stores Department—																												
7·01. Europeans	1	1	5	5	2	1	6	6	2		2	2	6	6	5	4	5	5	5	5	..	..	3	3	..	..	42	38
7·02. Indians—																												
(*a*) Hindus—																												
Other than Depressed classes.	..	..	2	2	..	..	1	1	1		2	2	4	4	..	..	2	2	3	2	..	..	2	3	..	..	17	16
Depressed classes	..	..	..	..	..	..	..	..	..		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(*b*) Muslims	..	..	..	..	..	..	1	1	..		..	..	..	..	2	2	..	..	1	1	..	..	..	..	..	..	4	4
(*c*) Anglo-Indians and domiciled Europeans.	..	..	2	2	..	..	..	..	1		3	3	2	1	1	1	..	..	..	..	..	..	1	1	..	..	10	8
(*d*) Sikhs	..	..	..	..	..	..	..	..	..		..	..	1	1	..	..	..	..	..	..	..	..	..	..	..	..	1	1
(*e*) Indian Christians	..	..	..	..	..	..	..	..	..		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(*f*) Parsis	..	..	..	..	..	..	..	1	..		..	..	..	..	*1	1	1	1	..	..	..	..	..	..	..	..	*2	3
(*g*) Other communities	..	..	..	..	..	..	..	..	..		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(*h*) Total	..	..	4	4	..	..	2	3	2		5	5	7	6	*4	4	3	3	4	3	..	..	3	4	..	..	*34	32
GRAND TOTAL	1	1	9	9	2	1	8	9	4		7	7	13	12	*9	8	8	8	9	8	..	..	6	7	..	..	*76	70

Figures not furnished due to separation.

* Revised figures.

APPENDIX F—*contd.*

I.—*Statement of Gazetted Officers and Officers of corresponding rank employed on Class I Railways, Railway Board and other Railway Offices (excluding H. E. H. the Nizam's State and Jodhpur Railways) on the 31st March 1938 as compared with 31st March 1937*—concld.

Item.	A. B.		B. N.		B. & N. W.		B., B. & C. I.		Burma.		E. B.		E. I.		G. I. P.		M. & S. M.		N. W.		R. & K.		S. I.		Rly. Board and Miscellaneous officers.		Total.	
	1937.	1938.	1937.	1938.	1937.	1938.	1937.	1938.	1937.†	1938.	1937.	1938.	1937.	1938.	1937.	1938.	1937.	1938.	1937.	1938.	1937.	1938.	1937.	1938.	1937.	1938.	1937.	1938.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
8. *Other Departments*—																												
8·01. Europeans	*3	3	*10	13	2	4	13	12	5		*2	2	23	23	*8	8	*11	10	3	4	..	..	4	5	*18	16	*102	100
8·02. Indians—																												
(*a*) Hindus—																												
Other than Depressed classes	*2	2	*2	4	..	..	4	3	..		5	5	14	14	3	3	2	4	3	3	..	1	3	2	*9	9	*47	50
Depressed classes	..	..	..	..	..	..	..	1	..		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1
(*b*) Muslims	..	..	..	..	..	..	1	1	..		..	..	2	1	..	..	..	..	2	2	..	..	..	..	2	2	*7	6
(*c*) Anglo-Indians and domiciled Europeans.	*..	..	*1	1	..	..	..	..	2		1	1	5	5	*4	4	..	..	..	2	..	..	..	1	4	4	*17	18
(*d*) Sikhs	..	..	1	1	..	..	..	..	..		..	..	1	1	..	..	..	..	2	2	..	..	..	..	2	2	6	6
(*e*) Indian Christians	1	..	..	..	..	..	..	..	..		..	..	1	..	1	1	2	2	..	..	..	..	..	..	1	1	6	4
(*f*) Parsis	..	..	..	..	..	..	3	3	..		..	..	..	..	*..	..	..	..	..	..	..	..	..	..	..	..	*3	3
(*g*) Other communities	..	..	..	..	..	..	..	1	..		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1
(*h*) Total	*3	2	*4	6	..	..	8	9	2		6	6	23	21	8	8	4	6	7	9	..	1	3	3	*18	18	*86	89
8·03. Grand Total	*6	5	*14	19	2	4	21	21	7		*8	8	46	44	*16	16	*15	16	10	13	..	1	7	8	*36	34	*188	189
9. *Total*—																												
9·01. Europeans	35	34	106	102	52	58	110	106	~~71~~		51	45	139	129	*134	125	84	78	123	123	11	8	63	60	*40	37	*1,019	905
9·02. Indians—																												
(*a*) Hindus—																												
Other than Depressed classes	18	20	*43	47	11	9	34	35	6		47	48	97	100	*40	44	35	38	*82	83	2	3	49	53	*19	20	483	500*
Depressed classes	..	..	..	..	..	..	..	1	..		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1
(*b*) Muslims	7	7	12	14	7	8	9	10	..		7	7	17	16	11	14	..	1	28	27	2	2	*2	5	5	6	*107	117
(*c*) Anglo-Indians and domiciled Europeans.	6	6	22	25	3	3	4	4	11		12	14	37	33	*15	19	6	5	*15	20	1	1	8	12	*7	7	*147	149
(*d*) Sikhs	1	1	4	4	..	3	1	1	..		1	1	4	4	..	..	2	2	15	17	1	1	..	..	2	2	31	36
(*e*) Indian Christians	1	...	1	1	..	1	4	5	..		1	1	3	2	8	9	5	5	*4	4	..	1	2	3	2	2	*31	34
(*f*) Parsis	..	1	2	2	..	..	8	10	..		..	..	3	3	6	5	5	5	..	..	..	..	..	..	..	..	24	26
(*g*) Other communities	..	..	..	..	..	..	..	1	8		..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	9	1
(*h*) Total	33	35	*84	93	21	24	60	67	25		68	71	161	158	*81	91	53	56	*144	151	6	8	*61	73	35	37	*832	864
9·03. Grand Total	68	69	*190	195	73	82	170	173	96		119	116	300	287	215	216	137	134	*267	274	17	16	*124	133	*75	74	*1,851	1,769
9·04. Grand Total including staff on loan from the Indian Audit and Accounts Service (Department).	68	69	*190	195	73	82	170	173	97		121	118	306	293	216	217	137	134	*271	278	17	16	*124	133	..	..	..	..

Figures not furnished due to separation.

* Revised figures.

† The figures in respect of Parsis are negligible.

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
10. *Increase* (+) *and Decrease* (—)																												
10·01. Europeans	..	—1	..	—4	..	+6	..	—4	..		..	—6	..	—10	..	—9	..	—6	..	..	..	—3	..	—3	..	—3	..	—43
10·02. Indians—																												
(*a*) Hindus—																												
Other than Depressed classes .	..	+2	..	+4	..	—2	..	+1	..		..	+1	..	+3	..	+4	..	+3	..	+1	..	+1	..	+4	..	+1	..	+23
Depressed classes . . .	..	..	..	..	..	..	..	+1	..		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	+1
(*b*) Muslims	..	..	..	+2	..	+1	..	+1	..		..	..	..	—1	..	+3	..	+1	..	—1	..	..	..	+3	..	+1	..	+10
(*c*) Anglo-Indians and domiciled Europeans.	..	..	..	+3	..	..	..	..	..		..	+2	..	—4	..	+4	..	—1	..	+5	..	..	..	+4	..	..	..	+13
(*d*) Sikhs	..	..	..	..	..	+3	..	..	..		..	..	..	..	..	..	..	..	..	+2	..	..	..	..	..	..	..	+5
(*e*) Indian Christians . . .	..	—1	..	..	..	+1	..	+1	..		..	..	..	—1	..	+1	..	..	..	..	..	+1	..	+1	..	..	..	+3
(*f*) Parsis	..	+1	..	..	..	..	..	+2	..		..	..	..	..	..	—1	..	..	..	..	..	..	..	..	..	..	..	+2
(*g*) Other Communities . . .	..	..	..	..	..	..	..	+1	..		..	..	..	..	..	—1	..	..	..	..	..	..	..	..	..	..	..	..
(*h*) Total	..	+2	..	+9	..	+3	..	+7	..		..	+3	..	—3	..	+10	..	+3	..	+7	..	+2	..	+12	..	+2	..	+57
10·03. GRAND TOTAL	..	+1	..	+5	..	+9	..	+8	..		..	—3	..	—13	..	+1	..	—3	..	+7	..	—1	..	+9	..	—1	..	+14
11. *Percentage of Total*—																												
11·01. Europeans	51·5	49·3	*55·8	52·3	71·2	70·7	64·7	61·3	74·0		43·0	38·8	46·3	44·9	*62·3	57·9	61·3	58·2	*46·1	44·9	64·7	50·0	*50·8	45·1	*57·1	53·1	*55·1	51·2
11·02. Indians—																												
(*a*) Hindus—																												
Other than Depressed classes .	26·4	29·0	*22·6	24·1	15·1	10·9	20·0	20·2	6·3		39·7	41·4	32·4	34·8	*18·6	20·4	25·5	28·4	*30·7	30·3	11·7	18·8	*39·5	39·8	*23·8	24·1	26·1	28·3
Depressed classes . . .	..	..	..	..	..	..	..	0·6	..		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	0·1
(*b*) Muslims	10·3	10·1	*6·3	7·2	9·6	9·8	5·2	5·8	..		5·8	6·0	5·7	5·6	5·1	6·5	..	0·7	*10·5	9·8	11·8	12·5	*1·6	3·8	*6·0	7·2	5·7	6·6
(*c*) Anglo-Indians and domiciled Europeans.	8·8	8·6	11·6	12·8	4·1	3·7	2·3	2·3	11·4		9·9	12·1	12·3	11·5	*7·0	8·8	4·4	3·7	*5·6	7·3	5·9	6·3	*6·5	9·0	*8·3	10·8	*7·9	8·4
(*d*) Sikhs	1·5	1·5	2·1	2·1	..	3·7	0·8	0·6	..		0·8	0·9	1·3	1·4	..	..	1·5	1·5	5·6	6·2	5·9	6·2	..	..	*2·4	2·4	1·7	2·0
(*e*) Indian Christians . . .	1·5	..	0·5	0·5	..	1·2	2·3	2·9	..		0·8	0·8	1·0	0·7	3·7	4·1	*3·7	3·7	*1·5	1·5	..	6·2	1·6	2·3	*2·4	2·4	1·7	1·9
(*f*) Parsis	..	1·5	1·1	1·0	..	..	4·7	5·7	..		..	..	1·0	1·1	2·8	2·3	*3·6	3·8	..	..	..	..	..	..	..	..	1·3	1·4
(*g*) Other Communities . . .	..	..	..	..	..	..	..	0·6	8·3		..	..	..	..	0·5	..	..	..	..	..	..	..	..	..	..	..	0·5	0·1

Figures not furnished due to separation.

* Revised figures.

APPENDIX F—*contd.*

II.—SENIOR SUBORDINATES.

II.—*Statement of Subordinates, drawing Rs. 250 per mensem and over or on scales of pay rising to Rs. 250 per mensem and over employed on Class I Railways, Railway Board and other Railway Offices (excluding H. E. H. the Nizam's State and Jodhpur Railways) on 31st March 1938 as compared with 31st March 1937.*

Item.	A. B.		B. N.		B. & N. W.		B., B. & C. I.		Burma.		E. B.		E. I.		G. I. P.		M. & S. M.		N. W.		R. & K.		S. I.		Total.	
	1937.	1938.	1937.	1938.	1937.	1938.	1937.	1938.	1937.†	1938.	1937.	1938.	1937.	1938.	1937.	1938.	1937.	1938.	1937.	1938.	1937.	1938.	1937.	1938.	1937.	1938.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27
1. *Agency Department*—																										
1·01. Europeans	..	..	..	..	..	..	..	..	..		2	2	..*	..	..	..	..	..	..	1	..	..	..	..	2*	3
1·02. Indians—																										
(*a*) Hindus—																										
Other than Depressed classes	..	..	5	5	1	1	10	9	4		13	14	10	7	2	2	3	3	8*	7	..	..	3	3	59*	51
Depressed classes	..	..	..	..	..	..	..	..	..		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(*b*) Muslims	..	..	..	..	..	..	2	2	1		..	..	..	..	..	..	..	..	1	2	1	1	..	..	5	5
(*c*) Anglo-Indians and domiciled Europeans	1	1	..	..	1	1	3	3	2		..	1	5*	8	2	1	1	1	2*	2	..	..	1	1	18*	19
(*d*) Sikhs	..	..	..	..	..	..	..	..	..		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(*e*) Indian Christians	..	..	..	..	..	..	2	2	1		..	..	..	..	1	2	..	..	2	1	..	..	..	..	6	5
(*f*) Parsis	..	..	..	..	..	..	3	2	..		..	..	..	..	..	..	..	..	..	..	..	..	..	..	3	2
(*g*) Other communities	..	..	..	..	..	..	..	1	1		1	1	..	..	1	1	..	..	..	..	..	..	..	..	3	3
(*h*) Total	1	1	5	5	2	2	20	19	9		14	16	15*	15	6	6	4	4	13*	12	1	1	4	4	94*	85
1·03 Grand Total	1	1	5	5	2	2	20	19	9		16	18	15	15	6	6	4	4	13*	13	1	1	4	4	96*	88
2. *Accounts Department*—																										
2·01. Europeans	..	..	..	..	..	..	3	3	..		..	..	7*	7	..*	..	..	..	..	..	..	..	..	..	10*	10
2·02. Indians—																										
(*a*) Hindus—																										
Other than Depressed classes	6*	6	30	29	5	6	23	24	9		30	33	50*	53	22	22	8	8	53	51	..	1	18	18	254*	251
Depressed classes	..	..	..	..	..	..	..	..	..		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(*b*) Muslims	..	..	1	1	2	3	2	2	..		..	..	6*	6	..	..	..	1	20	19	..	1	1	1	32*	34
(*c*) Anglo-Indians and domiciled Europeans	1*	1	20	22	6	6	15	14	7		4	6	7*	7	15*	15	9*	9	2	2	..	..	3	3	89*	85
(*d*) Sikhs	..	..	..	..	..	..	..	..	..		..	..	1	1	..*	..	..	..	7	8	..	..	..	..	8*	9
(*e*) Indian Christians	..	..	1	1	1	..	1	..	1		..	..	..	..	1	2	..	..	..	..	..	..	..	..	5	3
(*f*) Parsis	..	..	..	..	..	..	8	9	..		..	..	..	..	..*	1	2	2	..	..	..	..	..	..	10*	12
(*g*) Other communities	..	..	..	..	..	..	..	..	..		..	..	..	..	1	1	..	..	..	..	..	..	..	..	1	1
(*h*) Total	7*	7	52	53	14	15	49	49	17		34	39	64*	67	39*	41	19*	20	82	80	..	2	22	22	399*	395
2·03. Grand Total	7*	7	52	53	14	15	52	52	17		34	39	71*	74	39*	41	19*	20	82	80	..	2	22	22	409*	405

Figures not furnished due to separation

* Revised figures.

† The figures in respect of Parsis are negligible.

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27
3. *Engineering Department*—																										
3·01. Europeans	..	1	4	3	3	3	12	5	1		4	2	29*	26	19*	13	6	5	19*	20	1	..	3	3	101*	81
3·02. Indians—																										
(*a*) Hindus																										
Other than Depressed classes	15	13	52	45	5	3	68	75	24		36*	37	94*	106	57*	65	22	24	109*	102	..	1	10	11	492*	482
Depressed classes	..	1	..	..	..	..	1	..	..		..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1
(*b*) Muslims	4	4	5	5	2	4	14	10	3		4*	4	11*	11	12	13	2	2	57*	62	1	..	2	2	117*	117
(*c*) Anglo-Indians and domiciled Europeans	5	4	33	31	13	14	6	13	28		16*	17	103*	96	55*	58	20	15	46*	40	1	1	9	11	335*	300
(*d*) Sikhs	2	2	3	3	1	..	1	..	3		3	3	7	6	7*	7	..	..	32*	34	..	..	..	..	59*	55
(*e*) Indian Christians	..	..	3	3	..	..	4	5	3		1	1	6*	4	10*	10	4	5	3*	4	..	1	2	2	36*	35
(*f*) Parsis	..	..	..	..	..	..	17	17	..		..	..	..	..	9	9	2	2	1	1	..	..	..	..	29	29
(*g*) Other communities	..	..	..	..	..	..	4	3	1		..	..	..	..	4	3	..	..	1*	1	..	..	..	..	10*	7
(*h*) Total	26	24	96	87	21	21	115	123	62		60*	62	221*	223	15*	165	50	48	249*	244	2	3	23	26	1,079*	1,026
3·03. GRAND TOTAL	26	25	100	90	24	24	127	128	63		64*	64	250*	249	173*	178	56	53	268*	264	3	3	26	29	1,180*	1,107
4. *Transportation*—																										
4.01. Europeans	..	..	18	14	3	2	31	29	4		15*	18	67*	71	108*	71	..	..	84*	80	..	..	7	4	337*	289
4·02. Indians—																										
(*a*) Hindus—																										
Other than Depressed classes	*4	4	74	89	4	5	104	106	13		31*	32	48*	53	82*	89	4*	2	75*	83	1	1	9	7	449*	471
Depressed classes	..	..	..	..	..	..	..	..	..		..	..	..	..	1	1	..	..	..	..	..	..	..	..	1	1
(*b*) Muslims	..	..	10	10	1	..	7	7	1		..	..	1*	4	17	16	2	1	39*	41	..	..	1	..	79*	79
(*c*) Anglo-Indians and domiciled Europeans	13	14	48	59	13	15	32	31	64		45	38	149*	152	440*	461	30	26	77*	72	5	4	14	15	930*	887
(*d*) Sikhs	..	..	6	5	..	..	..	..	..		2	3	2	..	1	1	..	..	17*	16	..	..	..	..	28*	25
(*e*) Indian Christians	..	..	3	3	..	..	17	16	3		1	1	10*	2	51*	51	1	1	8*	9	..	..	..	..	94*	83
(*f*) Parsis	..	..	..	..	..	..	39	38	..		..	..	1*	1	18*	18	..	..	14	12	..	..	..	..	72*	69
(*g*) Other communities	*1	..	..	..	..	..	2	4	15		..	..	..*	..	15*	14	..	..	2*	1	..	..	..	..	35*	19
(*h*) Total	*18	18	141	166	18	20	201	202	96		79*	74	211*	212	625*	651	37*	30	232*	234	6	5	24	22	1,688*	1,634
4·03. GRAND TOTAL	*18	18	159	180	21	22	232	231	100		94*	92	278*	283	733*	722	37*	30	316*	314	6	5	31	26	2,025*	1,923
5. *Commercial*—																										
5·01. Europeans	..	..	Included under Transportation.		..	..	Included under Transportation.						13*	14	..*	..	Included under Transportation.		4	3	Included under Transportation.		..	..	17*	17
5·02. Indians—																										
(*a*) Hindus—																										
Other than Depressed classes	*5	5			..	1							31*	39	30*	29			20*	22			6	6	92*	102
Depressed classes	..	..			..	..							..	..	..	..			..	..			..	..	..	..
(*b*) Muslims	..	..			1	1							8*	8	3*	2			7	9			..	..	19*	20
(*c*) Anglo-Indians and domiciled Europeans	..	..			1	1							22*	18	8*	11			4*	4			..	..	35*	34
(*d*) Sikhs	..	..			..	..							1*	1	..	..			6	5			..	..	7*	6
(*e*) Indian Christians	..	..			..	..							..	..	5	6			..*	1			..	..	5*	7
(*f*) Parsis	..	..			..	..							..	..	..	..			..	..			..	..	..	..
(*g*) Other communities	*1	1			..	..							..	..	2	..			..	..			..	..	3*	3
(*h*) Total	*6	6			2	3							62*	66	48*	50			37*	41			6	6	161*	172
5·03. GRAND TOTAL	*6	6			2	3							75*	80	48*	50			41*	44			6	6	178*	189

* Revised figures.

APPENDIX F—*contd.*

II.—*Statement of Subordinates, drawing Rs. 250 per mensem and over or on scales of pay rising to Rs. 250 per mensem and over employed on Class I Railways, Railway Board and other Railway Offices (excluding H. E. H. the Nizam's State and Jodhpur Railways) on 31st March 1938 as compared with 31st March 1937*—contd.

Item.	A. B.		B. N.		B. & N. W.		B., B. & C. I.		BURMA.		E. B.		E. I.		G. I. P.		M. & S. M.		N. W.		R. & K.		S. I.		TOTAL.	
	1937.	1938.	1937.	1938.	1937.	1938.	1937.	1938.	1937.†	1938.	1937.	1938.	1937.	1938.	1937.	1938.	1937.	1938.	1937.	1938.	1937.	1938.	1937.	1938.	1937.	1938.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27
6. Mechanical Engineering—																										
6·01. Europeans	13*	12	80*	43	9	9	113	109	14		26*	27	179*	151	51*	47	48	43	105*	91	4	5	14	14	656*	551
6·02. Indians—																										
(*a*) Hindus—																										
Other than Depressed classes	7*	5	28*	35	3	3	49	49	13		44	43	135*	161	26	27	8	11	97*	102	..	..	33	29	443*	465
Depressed classes	..	..	..	..	..	..	4	4	..		..	..	2	2	..	..	..	..	..	..	..	..	..	..	6	6
(*b*) Muslims	1	1	4	4	..	1	9	8	1		3*	3	17*	19	2	2	1	1	75*	83	..	..	3	4	116*	126
(*c*) Anglo-Indians and domiciled Europeans	15*	19	295*	300	14	14	196	195	98		78*	71	602*	621	98*	98	99	94	214*	213	4	5	110	106	1,823*	1,736
(*d*) Sikhs	1	2	9*	9	..	..	2	1	4		1	1	7	6	2	2	1	3	40	39	..	..	..	..	67*	63
(*e*) Indian Christians	4	3	5*	5	..	..	13	21	2		1	1	3	3	13	13	..	..	7	5	..	..	5	7	53*	58
(*f*) Parsis	..	..	1	1	..	..	20	20	..		..	..	1	1	5	5	..	..	6	6	..	..	..	..	33	33
(*g*) Other communities	2	1	3	1	..	..	14	15	10		1	2	2	4	2	3	..	..	10	7	..	..	..	..	44	33
(*h*) Total	30*	31	345*	355	17	18	307	313	128		128*	121	769*	817	148*	150	109	109	449*	455	4	5	151	146	2,585*	2,520
6·03 GRAND TOTAL	43*	43	425*	398	26	27	420	422	142		154*	148	948*	968	199*	197	157	152	554*	546	8	10	165	160	3,241*	3,071
7. Stores Department—																										
7·01. Europeans	..	..	..	..	..	..	..	..	..		..	..	3	3	2	2	1	1	6*	7	..	..	1	..	13*	13
7·02. Indians—																										
(*a*) Hindus—																										
Other than Depressed classes	1	1	10	12	..	..	9	10	2		11	11	15	15	6	6	2	2	18	17	..	..	2	3	76	77
Depressed classes	..	..	..	..	..	..	..	..	..		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(*b*) Muslims	..	..	..	..	..	..	1	1	..		..	..	3	4	..	..	..	..	10	10	..	..	..	..	14	15
(*c*) Anglo-Indians and domiciled Europeans	1	1	11	11	..	..	..	..	..		2	2	22	20	..	..	2	2	8*	7	..	..	1	1	47*	44
(*d*) Sikhs	..	..	..	..	..	..	..	..	..		..	..	..	..	..	..	..	..	3	3	..	..	..	..	3	3
(*e*) Indian Christians	..	..	2	2	..	..	2	2	1		..	..	..	..	1	1	..	..	1	1	..	..	..	..	7	6
(*f*) Parsis	..	..	..	..	..	..	..	..	..		..	..	..	..	1	2	..	..	1	1	..	..	..	..	2	3
(*g*) Other communities	..	..	..	..	..	..	2	2	..		..	..	..	..	1	..	..	..	..	..	..	..	..	..	3	2
(*h*) Total	2	2	23	25	..	..	14	15	3		13	13	40	39	9	9	4	4	41*	39	..	..	3	4	152*	150
7·03. GRAND TOTAL	2	2	23	25	..	..	14	15	3		13	13	43	42	11	11	5	5	47	46	..	..	4	4	165	163

Figures not furnished due to separation.

* Revised figures.

† The figures in respect of Parsis are negligible.

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27
8. *Other Departments*—																										
8·01. Europeans	*..	.	*17	17	2	4	11	11	..		1	1	*36	38	*7	2	2	2	*5	3	..	..	1	1	*82	79
8·02. Indians—																										
(*a*) Hindus—																										
Other than Depressed classes	*4	4	*23	27	4	5	38	40	20		*15	15	*85	85	*10	9	*22	22	*9	9	1	..	3	3	*234	219
Depressed classes	..	..	..	..	..	..	..	..	..		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(*b*) Muslims	..	..	1	1	..	1	..	..	2		2	3	10	8	*2	3	..	..	*4	4	..	..	1	1	*22	21
(*c*) Anglo-Indians and domiciled Europeans	*6	6	*23	20	8	8	16	14	3		*9	8	*57	58	*8	9	14	15	*4	6	..	..	3	2	*151	146
(*d*) Sikhs	..	..	*..	..	..	..	..	..	4		..	..	..	1	*1	1	1	1	*1	1	..	..	..	..	*7	4
(*e*) Indian Christians	..	..	*..	..	..	..	3	3	6		..	..	2	2	*6	8	1	1	*3	3	..	..	3	4	*24	21
(*f*) Parsis	..	..	2	2	..	..	7	7	..		..	..	1	1	*7	6	..	..	..	..	..	..	..	..	*17	16
(*g*) Other Communities	..	..	..	..	1	1	1	..	5		..	..	..	..	*2	2	..	..	..	..	..	..	..	..	*9	3
(*h*) Total	*10	10	*49	50	13	15	65	64	40		*26	26	*155	155	*36	38	*38	39	*21	23	1	..	10	10	*464	430
8·03. GRAND TOTAL	*10	10	*66	67	15	19	76	75	40		*27	27	*191	193	*43	40	*40	41	*26	26	1	..	11	11	*546	509
9. *Railway Board and other Railway offices*—																										
9·01. Europeans	..	..	..	..	..	..	..	..	..		..	..	..	..	..	..	..	..	..	..	..	..	..	..	*1	1
9·02. Indians—																										
(*a*) Hindus—																										
Other than Depressed classes	..	..	..	..	..	..	..	..	..		..	..	..	..	..	..	..	..	..	..	..	..	..	..	*153	146
Depressed classes	..	..	..	..	..	..	..	..	..		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(*b*) Muslims	..	..	..	..	..	..	..	..	..		..	..	..	..	..	..	..	..	..	..	..	..	..	..	*36	28
(*c*) Anglo-Indians and domiciled Europeans	..	..	..	..	..	..	..	..	..		..	..	..	..	..	..	..	..	..	..	..	..	..	..	*20	16
(*d*) Sikhs	..	..	..	..	..	..	..	..	..		..	..	..	..	..	..	..	..	..	..	..	..	..	..	14	14
(*e*) Indian Christians	..	..	..	..	..	..	..	..	..		..	..	..	..	..	..	..	..	..	..	..	..	..	..	*6	6
(*f*) Parsis	..	..	..	..	..	..	..	..	..		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(*g*) Other Communities	..	..	..	..	..	..	..	..	..		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(*h*) Total	..	..	..	..	..	..	..	..	..		..	..	..	..	..	..	..	..	..	..	..	..	..	..	229	210
9·03. GRAND TOTAL	..	..	..	..	..	..	..	..	..		..	..	..	..	..	..	..	..	..	..	..	..	..	..	*230	211
10. *Total*—																										
10·01. Europeans	13	13	119	77	17	18	170	157	19		*48	50	*334	310	*187	135	57	51	*223	205	5	5	26	22	*1,219	1,044
10·02. Indians—																										
(*a*) Hindus—																										
Other than Depressed classes	42	38	222	242	22	24	301	314	85		180	185	*468	519	*235	249	69	72	*389	393	2	3	84	80	*2,252	2,265
Depressed classes	..	1	..	..	..	..	5	4	..		..	..	2	2	1	1	..	..	..	..	..	..	..	..	8	8
(*b*) Muslims	5	5	21	21	6	10	35	30	8		9	10	*53	60	36	36	5	5	*218	230	2	2	8	8	*440	445
(*c*) Anglo-Indians and domiciled Europeans	42	46	430	443	56	59	268	270	202		*154	143	*967	980	*626	653	*175	162	*357	346	10	10	141	139	*3,448	3,267
(*d*) Sikhs	3	4	18	17	1	..	3	1	11		6	7	*18	15	*11	11	2	4	106	106	..	..	..	..	193	179
(*e*) Indian Christians	4	3	14	14	1	..	42	49	17		3	3	*21	11	*88	93	6	7	*24	24	..	1	10	13	*236	224
(*f*) Parsis	..	..	3	3	..	..	94	94	..		..	..	*3	3	*40	41	4	4	22	20	..	..	..	..	*166	165
(*g*) Other Communities	4	2	3	1	1	1	23	25	32		2	3	*2	4	*23	26	..	..	*13	9	..	..	..	..	*103	71
(*h*) Total	100	99	711	741	87	94	771	787	355		*354	351	*1,537	1,594	*1,065	1,110	*261	254	*1,124	1,128	14	16	243	240	*6,851	6,624
10·03. GRAND TOTAL	113	112	830	818	104	112	941	944	374		*402	401	*1,871	1,904	*1,252	1,245	*318	305	*1,347	1,333	19	21	269	262	*8,070	7,668

Figures not furnished due to separation.

* Revised figures.

APPENDIX F—*concld.*

II.—*Statement of Subordinates, drawing Rs. 250 per mensem and over or on scales of pay rising to Rs. 250 per mensem and over employed on Class I Railways, Railway Board and other Railway Offices (excluding H. E. H. the Nizam's State and Jodhpur Railways) on 31st March 1938 as compared with 31st March 1937*—concld.

Item.	A. B.		B. N.		B. & N. W.		B., B. & C. I.		BURMA.		E. B.		E. I.		G. I. P.		M. & S. M.		N. W.		R. & K.		S. I.		TOTAL.	
	1937.	1938.	1937.	1938.	1937.	1938.	1937.	1938.	1937.†	1938.	1937.	1938.	1937.	1938.	1937.	1938	1937.	1938.	1937.	1938.	1937.	1938.	1937.	1938.	1937.	1938.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27
11. *Increase* (+) *Decrease* (—)																										
11·01. Europeans	..	..	..	—42	..	+1	..	—13	..		..	+2	..	—24	..	—52	..	—6	..	—18	..	..	..	—4	..	—156
11·02. Indians—																										
(*a*) Hindus—																										
Other than Depressed classes	..	—4	..	+20	..	+2	..	+13	..		..	+5	..	+51	..	+14	..	+3	..	+4	..	+1	..	—4	..	+105
Depressed classes	..	+1	..	..	..	..	..	—1	..		..	..	..	..	..		..	..	..	..	..	..	..	..	..	..
(*b*) Muslims	..	..	..	..	..	+4	..	—5	..		..	+1	..	+4	..	..	..	..	..	+17	..	..	..	..	..	+21
(*c*) Anglo-Indians and domiciled Europeans	..	+4	..	+13	..	+3	..	+2	..		..	—11	..	+13	..	+27	..	—13	..	—11	..	..	..	—2	..	+25
(*d*) Sikhs	..	+1	..	—1	..	—1	..	—2	..		..	+1	..	—3	..	..	..	+2	..	..	..	..	..	..	..	—3
(*e*) Indian Christians	..	—1	..	..	..	—1	..	+7	..		..	..	..	—10	..	+5	..	+1	..	..	..	+1	..	+3	..	+5
(*f*) Parsis	..	..	..	..	..	..	..	..	..		..	..	..	..	..	+1	..	..	..	—2	..	..	..	..	..	—1
(*g*) Other Communities	..	—2	..	—2	..	..	..	+2	..		..	+1	..	+2	..	—2	..	..	..	—4	..	..	..	..	..	—5
(*h*) Total	..	—1	..	+30	..	+7	..	+16	..		..	—3	..	+57	..	+45	..	—7	..	+4	..	+2	..	—3	..	+147
11·03. GRAND TOTAL	..	—1	..	—12	..	+8	..	+3	..		..	—1	..	+33	..	—7	..	—13	..	—14	..	+2	..	—7	..	—9
12. *Percentage of total*—																										
12·01. Europeans	11·5	11·6	14·3	9·4	16·3	16·1	18·1	16·7	5·1		*11·9	12·5	*17·8	16·3	* 14·	10·8	*17·9	16·7	16·5	15·4	26·3	23·8	9·7	8·4	*15·2	13·6
12·02. Indians—																										
(*a*) Hindus—																										
Other than Depressed classes	37·1	33·9	26·7	29·6	21·1	21·4	32·0	33·3	22·7		*44·8	46·1	25·0	27·2	18·8	20·0	*21·7	23·6	*28·9	29·5	10·5	14·3	31·2	30·5	*27·9	29·6
Depressed classes	..	0·9	..	..	..	..	0·5	0·4	..		..	..	0·1	0·1	0·1	0·1	..	..	..	..	..	..	..	..	0·1	0·1
(*b*) Muslims	4·5	4·5	2·5	2·6	5·8	8·9	3·7	3·1	2·1		2·2	2·5	*3·0	3·2	2·9	2·9	*1·6	1·7	*15·8	17·3	10·5	9·5	3·0	3·0	*5·4	5·8
(*c*) Anglo-Indians and domiciled Europeans	37·2	41·1	51·8	54·1	53·8	52·6	28·5	28·6	54·0		*38·3	35·7	*51·7	51·5	*50·0	52·4	*55·0	53·1	*26·5	25·9	52·7	47·6	52·4	53·1	*42·7	42·6
(*d*) Sikhs	2·7	3·5	2·2	2·1	1·0	..	0·3	0·1	2·9		*1·5	1·8	*1·0	0·8	*0·9	0·9	0·6	1·3	7·9	7·9	..	..	..	..	2·4	2·3
(*e*) Indian Christians	3·5	2·7	1·7	1·7	1·0	..	4·5	5·2	4·6		*0·8	0·7	*1·1	0·6	*7·0	7·5	1·9	2·3	*1·8	1·8	..	4·8	3·7	5·0	*2·9	2·9
(*f*) Parsis	..	..	0·4	0·4	..	..	10·0	10·0	..		..	..	*0·2	0·1	*3·2	3·3	1·3	1·3	*1·6	1·5	..	..	..	..	*2·1	2·2
(*g*) Other Communities	3·5	1·8	0·4	0·1	1·0	1·0	2·4	2·6	8·6		0·5	0·7	*0·1	0·2	*2·2	2·1	..	..	*1·0	0·7	..	..	..	..	*1·3	0·9

Figures not furnished due to separation.

* Revised figures.

† The figures in respect of Parsis are negligible.

APPENDIX G-I.

Statement showing the number of appointments made to the Superior Services on State Railways and of corresponding rank on Companies' Railways (Class I) excluding H. E. H. the Nizam's State and Jodhpur Railways during 1937-38.

Departments.	No. of vacancies actually filled.	FILLED BY								
			INDIANS.							
		Europeans.	Hindus.	Muslims.	Anglo-Indians and Domiciled Europeans.	Sikhs.	Indian Christians.	Parsis.	Other classes.	Total.
1	2	3	4	5	6	7	8	9	10	11
STATE-MANAGED RAILWAYS.										
1. Agency	..	..	..	..	..	..	..	..	..	..
2. Accounts	2	..	1	1	..	..	..	..	..	2
3. Engineering	5	..	3	1	..	1	..	..	..	5
4. Transportation (Traffic) and Commercial.	11	4	4	2	1	..	..	..	..	7
5. Transportation (Power) and Mechanical Engineering.	10	3	3	..	3	..	..	1	..	7
6. Stores Department	..	..	..	..	..	..	..	..	..	..
7. Other Departments	2	..	2	..	..	..	..	..	..	2
8. TOTAL—										
1937-38	30	7	13	4	4	1	..	1	..	23
1936-37	26	3	12	2	4	3	2	..	..	23
9. Percentage of Europeans to number of vacancies filled—										
1937-38	23·3	..	..	..	..	..	..	..	..	..
1936-37	11·5	..	..	..	..	..	..	..	..	..
10. Percentage of Indians to number of vacancies filled—										
1937-38	76·7	..	..	..	..	..	..	..	..	..
1936-37	88·5	..	..	..	..	..	..	..	..	..
OTHER RAILWAYS.										
Assam Bengal Railway.										
1. Agency	..	..	..	..	..	..	..	..	..	..
2. Accounts	..	..	..	..	..	..	..	..	..	..
3. Engineering	3	..	2	1	..	..	..	..	..	3
4. Transportation and Commercial	1	..	1	..	..	..	..	..	..	1
5. Mechanical	1	..	..	..	..	..	..	1	..	1
6. Stores	..	..	..	..	..	..	..	..	..	..
7. Other Departments	1	..	1	..	..	..	..	..	..	1
8. TOTAL—										
1937-38	6	..	4	1	..	..	..	1	..	6
1936-37	5	1	2	2	..	..	..	..	..	4
9. Percentage of Europeans to number of vacancies filled—										
1937-38	0·00	..	..	..	..	..	..	..	..	..
1936-37	20·0	..	..	..	..	..	..	..	..	..
10. Percentage of Indians to number of vacancies filled—										
1937-38	100·0	..	..	..	..	..	..	..	..	..
1936-37	80·0	..	..	..	..	..	..	..	..	..

APPENDIX G-I—*contd.*

Statement showing the number of appointments made to the Superior Services on State Railways and of corresponding rank on Companies' Railways (Class I) excluding H. E. H. the Nizam's State and Jodhpur Railways during 1937-38—contd.

Departments.	No. of vacancies actually filled.	FILLED BY								
			INDIANS.							
		Europeans.	Hindus.	Muslims.	Anglo-Indians and domiciled Europeans.	Sikhs.	Indian Christians.	Parsis.	Other classes.	Total.
1	2	3	4	5	6	7	8	9	10	11
Bengal and North-Western Railway.										
1. Agency	1	1	..	..	..	..	..	..	..	..
2. Accounts	1	..	..	..	..	..	1	..	..	1
3. Engineering	5	1	..	1	1	2	..	..	..	4
4. Transportation and Commercial	..	..	..	..	..	..	..	..	..	..
5. Mechanical	1	..	..	1	..	..	..	..	..	1
6. Stores	..	..	..	..	..	..	..	..	..	..
7. Other Departments	1	1	..	..	..	..	..	..	..	..
8. TOTAL—										
1937-38	9	3	..	2	1	2	1	..	..	6
1936-37	6	2	1	2	..	1	..	..	..	4
9. Percentage of Europeans to number of vacancies filled—										
1937-38	33·3	..	..	..	..	..	..	..	..	..
1936-37	33·3	..	..	..	..	..	..	..	..	..
10. Percentage of Indians to number of vacancies filled—										
1937-38	66·7	..	..	..	..	..	..	..	..	..
1936-37	66·7	..	..	..	..	..	..	..	..	..
Bengal Nagpur Railway.										
1. Agency	1	..	1	..	..	..	..	..	..	1
2. Accounts	..	..	..	..	..	..	..	..	..	..
3. Engineering	5	..	3	1	1	..	..	..	..	5
4. Transportation and Commercial	5	1	2	1	1	..	..	..	..	4
5. Mechanical	3	..	2	..	1	..	..	..	..	3
6. Stores	..	..	..	..	..	..	..	..	..	..
7. Other Departments	1	1	..	..	..	..	..	..	..	..
8. TOTAL—										
1937-38	15	2	8	2	3	..	..	..	..	13
1936-37	12*	6*	2	3	..	1	..	..	..	6
9. Percentage of Europeans to number of vacancies filled—										
1937-38	13·3	..	..	..	..	..	..	..	..	..
1936-37	50·0*	..	..	..	..	..	..	..	..	..
10. Percentage of Indians to number of vacancies filled—										
1937-38	86·7	..	..	..	..	..	..	..	..	..
1936-37	50·0*	..	..	..	..	..	..	..	..	..
Bombay, Baroda and Central India Railway.										
1. Agency	..	..	..	..	..	..	..	..	..	..
2. Accounts	1	..	1	..	..	..	..	..	..	1
3. Engineering	1	..	..	..	..	..	1	..	..	1
4. Transportation and Commercial	3	2	1	..	..	..	..	..	..	1
5. Mechanical	1	1	..	..	..	..	..	..	..	..
6. Stores	1	..	..	..	..	..	..	1	..	1
7. Other Departments	1	..	..	..	..	..	..	..	1	1
8. TOTAL—										
1937-38	8	3	2	..	..	..	1	1	1	5
1936-37	11	4	1	2	1	..	1	2	..	7
9. Percentage of Europeans to number of vacancies filled—										
1937-38	37·5	..	..	..	..	..	..	..	..	..
1936-37	36·4	..	..	..	..	..	..	..	..	..
10. Percentage of Indians to number of vacancies filled—										
1937-38	62·5	..	..	..	..	..	..	..	..	..
1936-37	63·6	..	..	..	..	..	..	..	..	..

* Revised figures.

APPENDIX G-I—*concld.*

Statement showing the number of appointments made to the Superior Services on State Railways and of corresponding rank on Companies' Railways (Class I) excluding H. E. H. the Nizam's State and Jodhpur Railways during 1937-38—concld.

Departments.	No. of vacancies actually filled.	FILLED BY								
			INDIANS.							
		Europeans.	Hindus.	Muslims.	Anglo-Indians and Domiciled Europeans.	Sikhs.	Indian Christians.	Parsis.	Other classes.	Total.
1	2	3	4	5	6	7	8	9	10	11
* *Madras and Southern Mahratta Railway.*										
1. Agency	..	..	..	..	..	..	..	..	..	..
2. Accounts	1	..	..	1	..	..	..	..	..	1
3. Engineering	3	1	1	1	..	..	..	..	..	2
4. Transportation and Commercial	4	1	1	1	..	..	1	..	..	3
5. Mechanical	5	..	3	..	2	..	..	..	..	5
6. Stores	..	..	..	..	..	..	..	..	..	..
7. Other Departments	3	..	3	..	..	..	..	..	..	3
8. TOTAL—										
1937-38	16	2	8	3	2	..	1	..	..	14
1936-37	4	1	..	..	1	..	1	1	..	3
9. Percentage of Europeans to number of vacancies filled—										
1937-38	12·5	..	..	..	..	..	..	..	..	..
1936-37	25·0	..	..	..	..	..	..	..	..	..
10. Percentage of Indians to number of vacancies filled—										
1937-38	87·5	..	..	..	..	..	..	..	..	..
1936-37	75·0	..	..	..	..	..	..	..	..	..
Rohilkund and Kumaon Railway.										
1. Agency	..	..	..	..	..	..	..	..	..	..
2. Accounts	..	..	..	..	..	..	..	..	..	..
3. Engineering	..	..	..	..	..	..	..	..	..	..
4. Transportation and Commercial	..	..	..	..	..	..	..	..	..	..
5. Mechanical	..	..	..	..	..	..	..	..	..	..
6. Stores	..	..	..	..	..	..	..	..	..	..
7. Other Departments	1	..	1	..	..	..	..	..	..	1
8. TOTAL—										
1937-38	1	..	1	..	..	..	..	..	..	1
1936-37	1	1	..	..	..	..	..	..	..	..
9. Percentage of Europeans to number of vacancies filled—										
1937-38	0·00	..	..	..	..	..	..	..	..	..
1936-37	100·0	..	..	..	..	..	..	..	..	..
10. Percentage of Indians to number of vacancies filled—										
1937-38	100·0	..	..	..	..	..	..	..	..	..
1936-37	0·00	..	..	..	..	..	..	..	..	..
South Indian Railway.										
1. Agency	..	..	..	..	..	..	..	..	..	..
2. Accounts	..	..	..	..	..	..	..	..	..	..
3. Engineering	4	..	3	1	..	..	..	..	..	4
4. Transportation and Commercial	4	..	..	1	2	..	1	..	..	4
5. Mechanical	2	..	2	..	..	..	..	..	..	2
6. Stores	..	..	..	..	..	..	..	..	..	..
7. Other Departments	1	..	..	..	1	..	..	..	..	1
8. TOTAL—										
1937-38	11	..	5	2	3	..	1	..	..	11
1936-37	3	1	1	1	..	..	..	..	..	2
9. Percentage of Europeans to number of vacancies filled—										
1937-38	0·00	..	..	..	..	..	..	..	..	..
1936-37	33·3	..	..	..	..	..	..	..	..	..
10. Percentage of Indians to number of vacancies filled—										
1937-38	100·0	..	..	..	..	..	..	..	..	..
1936-37	66·7	..	..	..	..	..	..	..	..	..

* Officer candidates who were originally treated as subordinates and whom it has recently been decided to treat as officers, have been included.

APPENDIX G-II.

Statement showing the number of vacancies filled by direct recruitment in the Subordinate Railway Services during the period 1st April 1937 to 31st March 1938.

Name of Service, etc.	Europeans.		HINDUS.				MINORITY COMMUNITIES RECOGNISED FOR THE PURPOSE OF COMMUNAL REPRESENTATION.										Other communities.		Total.
			Hindus other than Depressed Classes.		Depressed Classes.		Muslims.		Domiciled Europeans and Anglo-Indians.		Sikhs.		Indian Christians.		Parsis.				
	No.	Percentage	No.	Percentage	No.	Percentage	No.	Percentage	No.	Percentage	No.	Percentage	No.	Percentage	No.	Percentage	No.	Percentage	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
								(i) PERMANENT.											
I.—Railways—																			
State-managed—																			
Eastern Bengal	..	..	204	44·9	5	1·1	213	46·9	29	6·4	1	0·2	2	0·4	..	..	..	..	454
East Indian	1	0·2	280	65·3	1	0·2	114	26·6	23	5·4	..	..	10	2·3	..	..	..	..	429
Great Indian Peninsula	..	..	163	61·5	3	1·1	40	15·1	34	12·9	3	1·1	18	6·8	4	1·5	..	..	265
North Western	1	0·3	67	22·9	..	..	174	59·4	13	4·4	36	12·3	2	0·7	..	..	..	..	293
Company-managed—																			
Assam Bengal	2	1·7	63	54·3	1	0·9	35	30·2	14	12·1	1	0·9	..	..	..	..	..	..	116
Bengal and North-Western	6	1·9	229	72·5	2	0·6	61	19·3	15	4·7	..	..	3	1·0	..	..	..	..	316
Bengal Nagpur	..	..	181	50·2	..	..	56	15·5	100	27·7	8	2·3	12	3·3	2	0·5	1	0·4	360
Bombay, Baroda and Central India.	1	0·3	154	53·9	3	1·0	48	16·8	34	11·9	4	1·4	25	8·7	11	3·9	6	2·1	286
Madras and Southern Mahratta	..	..	138	60·3	1	0·4	27	11·8	50	21·8	..	..	13	5·7	..	..	..	..	229
Rohilkund and Kumaon	..	..	13	61·9	..	..	8	38·1	..	..	..	..	..	..	..	..	..	..	21
South Indian	1	0·4	184	67·2	8	2·9	31	11·3	23	8·4	..	..	27	9·8	..	..	..	..	274
II.—Miscellaneous Offices—																			
Central Standards	..	..	1	20·0	..	..	2	40·0	1	20·0	1	20·0	..	..	..	..	..	..	5
Chief Mining Engineer	..	..	7	78·0	..	..	1	11·0	..	..	1	11·0	..	..	..	..	..	..	9
Central Publicity	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Government Inspectors of Railways.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Director, Railway Clearing Accounts.	..	..	18	75·0	..	..	5	20·8	..	..	1	4·2	..	..	..	..	..	..	24
Controller of Railway Accounts	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
TOTAL	12	0·4	1,702	55·2	24	0·8	815	26·5	336	10·9	56	1·8	112	3·6	17	0·6	7	0·2	3,081

APPENDIX G-II.

Statement showing the number of vacancies filled by direct recruitment in the subordinate Railway Services during the period 1st April 1937 to 31st March 1938.

Name of Service, etc.	Europeans.		Hindus.				Minority communities recognised for the purpose of communal representation.										Other communities.		Total.
			Hindus other than Depressed Classes.		Depressed Classes.		Muslims.		Domiciled Europeans and Anglo-Indians.		Sikhs.		Indian Christians.		Parsis.				
	No.	Percentage	No.	Percentage	No.	Percentage	No.	Percentage	No.	Percentage	No.	Percentage	No.	Percentage	No.	Percentage	No.	Percentage	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
							(ii) TEMPORARY.												
I.—Railways—																			
State-managed—																			
Eastern Bengal	..	..	583	45·8	20	1·5	580	45·6	80	6·3	..	..	7	0·6	..	..	1	0·1	1,271
East Indian	..	..	1,136	65·6	6	0·4	348	20·1	217	12·5	9	0·5	16	0·9	..	..	..	..	1,732
Great Indian Peninsula	..	..	242	74·1	2	1·0	18	5·6	15	4·7	2	1·0	31	9·6	8	2·4	5	1·6	323
North Western	1	0·1	285	25·3	4	0·4	672	59·6	41	3·6	103	9·1	21	1·8	1	0·1	..	..	1,128
Company-managed—																			
Assam Bengal	2	6·0	13	39·3	..	..	10	30·3	5	15·1	..	..	3	9·1	..	..	..	..	33
Bengal and North-Western	..	..	89	81·7	2	1·8	15	13·8	..	..	1	0·9	2	1·8	..	..	..	..	109
Bengal Nagpur	..	..	227	64·5	5	1·4	44	12·4	60	17·0	8	2·2	6	1·8	2	0·6	..	..	352
Bombay, Baroda and Central India.	..	..	121	63·7	6	3·2	24	12·6	6	3·2	3	1·6	17	8·9	12	6·3	1	0·5	190
Madras and Southern Mahratta	..	..	95	80·9	..	..	6	5·2	10	8·7	..	..	6	5·2	..	..	..	..	117
Rohilkund and Kumaon	..	..	30	75·0	..	..	7	17·5	1	2·5	1	2·5	1	2·5	..	..	..	..	40
South Indian	..	..	104	55·9	5	2·7	26	14·0	25	13·4	..	..	26	14·0	..	..	..	..	186
II.—Miscellaneous Offices—																			
Central Standards	..	..	17	50·0	..	..	10	29·4	2	5·9	5	14·7	..	..	..	..	..	..	34
Chief Mining Engineer	..	..	4	66·7	..	..	2	33·3	..	..	..	..	..	..	..	..	..	..	6
Central Publicity	..	..	1	20·0	..	..	1	20·0	3	60·0	..	..	..	..	..	..	..	..	5
Government Inspectors of Railways.	..	..	..	..	..	..	..	..	..	..	1	100·0	..	..	..	..	..	..	1
Director, Railway Clearing Accounts.	..	..	66	64·7	..	..	27	26·5	1	1·0	8	7·8	..	..	..	..	..	..	102
Controller of Railway Accounts	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
TOTAL	3	0·1	3,013	53·5	50	0·9	1,790	31·8	466	8·3	141	2·5	136	2·4	23	0·4	7	0·1	5,629
GRAND TOTAL (Both permanent and temporary).	15	0·1	4,715	54·1	74	0·9	2,605	29·9	802	9·2	197	2·3	248	2·8	40	0·5	14	0·2	8,710

APPENDIX H.

Office of the Railway Department (Railway Board) and attached offices on 31st March 1938.

The Hon'ble Sir THOMAS STEWART, K.C.I.E., C.S.I., I.C.S.
Member of Council of the Governor-General.

Railway Board.

The Hon'ble Sir Guthrie Russell, K.C.I.E.	Chief Commissioner of Railways.
Mr. B. M. Staig, C.S.I., I.C.S.	Financial Commissioner of Railways.
Mr. A. E. Tylden-Pattenson	Member (Temporary).
Mr. J. C. Highet, F.C.H., A.M.I.C.E.	Member (*Offg.*).
Col. H. L. Woodhouse, M.C.	Director, Civil Engineering.
Mr. T. S. Sankara Aiyar, B.A., B.E.	Director, Finance.
Mr. F. D'Souza	Director, Traffic.
Khan Bahadur Muzaffar Hussain	Director, Establishment (*Offg.*)
Mr. E. Ingoldby, A.M.I.C.E., A.M.I.L.E.	Director, Mechanical Engineering.
Mr. B. L. Cameron	Secretary (Officiating).
Mr. Yaqub Shah	Deputy Director, Finance.
Khan Bahadur Z. H. Khan	Deputy Director, Establishment (I).
Khan Bahadur F. M. Khan	Deputy Director, Establishment (II) (Temporary).
Mr. H. M. Jagtiani	Deputy Director, Traffic (Commercial) (*Offg.*).
Mr. R. C. Paranjoti, B.A., B.Sc. (LOND.), A.M.I.L.E.	Deputy Director, Mechanical Engineering.
Mr. J. W. C. Holt	Deputy Director, Traffic (Transportation) (*Offg.*).
Mr. K. Ubaidullah	Assistant Director, Finance (Temporary).
Mr. E. C. Rundlett	Assistant Secretary.

Attached Officers.

Mr. C. W. Scott, O.B.E., D.F.C., B.Sc., I.F.S.	Joint Timber Advisory Officer, Railway and Defence Departments.
Mr. K. C. Srinivasan	Officer on Special Duty with the Railway Board.
Mr. R. C. Case	Officer on Special Duty with the Railway Board.

Attached Offices.

Central Standards Office.

Mr. J. M. D. Wrench, C.I.E.	Chief Controller of Standardization.
Mr. L. H. Swain	Deputy Chief Controller (Civil).
Mr. R. G. Burt	Officer on Special Duty.
Mr. W. A. Nightingale	Assistant Chief Controller (Mechanical).
Mr. W. Douglas Thomson	Assistant Chief Controller (Civil).
Mr. A. Vasudevan	Assistant Chief Controller (Specifications and Records).
Mr. W. E. Gelson	Officer on Special Duty.
Mr. E. A. Blackwood	Officer on Special Duty.

Central Publicity Bureau.

Mr. G. T. Tait, B.Sc.	Central Publicity Officer, Indian State Railways.
Mr. P. W. Sullivan	Assistant Publicity Officer, Indian State Railways.

Overseas Bureaux.

Mr. V. L. Dean	Resident Manager, Indian Railways Bureau, New York, U. S. A.
Mr. W. T. Griffiths	Manager, Indian Railway Bureau, London.

Office of the Controller of Railway Accounts.

Mr. V. S. Sundaram	Controller of Railway Accounts.
Mr. R. V. Ramchandani	Deputy Controller of Railway Accounts.
Mr. P. N. Bose	Assistant Accounts Officer.

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ADDENDUM.

Page.	Railway or item(s).	Year.	Column.	As printed.	As should be.
3.	General charges under item 2.	31st March 1938.	7	-36 6	-36,65
13	9.Earnings from Goods carried.	1936-37	10.	17,24,13	* 17,24,13
	-Do-	-Do-	12.	1,05,92	* 1,05,92
74	Last footnote	..	..	(i)	(a)
81	Footnote. §	..	..	52 and 100	52,56 and 100
82	E.B.,Jodhpur;Rohilkund and Kumaon.	..	36 37	Dim figures 2, 4, 1 Dim figures 30, 66, 25	
94.	Total Class I Rlys.	1937-38	9	460,6	460,7
95.	-Do-	-Do-	13	504,490,6	504,490,5
140	E.B.	1936-37	5	3	33
147	E.I.	1936-37	15	200	290
149	E.B(2'6" & 3'0")	1936-37	16	(a) 1.9	(a)1.96
181	Footnote (i)	..	..	Under	Under A.I.
198	Footnote.	..	..	Includes	¶ Includes.
219	Cutch State.	1936-37	7	16,5	216,5
228	Total	..	10.	94,6	94,66
229	-Do-	..	12	2, 26	24,26
232	Kurasia	1937-38	7	290,570	290,670
262	Footnote.	..	..	Exclusive	† Exclusive.
275	Summary Statement Appendix.	1934-35	..	Statement 30, Table C.	Statement 30 Table C(a).

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RAILWAY DEPARTMENT

(RAILWAY BOARD)

Report by the Railway Board

ON

INDIAN RAILWAYS

FOR

1937—38

Volume II—Statistics

(Compiled by Controller of Railway Accounts.)

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(4) History of Services of the Officers of the Indian State Railways. Published biennially. Price Rs. 20-0-0 or 31*s*. 6*d*. (corrected up to 1st July 1937).

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(5) Over 303 papers have been published by the Technical Section o the Railway Board's Office. The papers comprise :—

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(*b*) Reprints of articles from foreign engineering magazines.

(*c*) Reprints or abstracts of reports received by the Government of India on subjects connected with railways.

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„ 153	River training and control on the guide bank system	F. J. E. SPRING.
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The prices of the papers vary from annas three to Rupees Fifteen.

The books and papers can be bought from the Manager of Publications, Delhi.

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INTRODUCTORY NOTE.

1. For the information of foreign readers of this report, who are unaccustomed to the use of Indian currency and units, it may be mentioned that a lakh is one hundred thousand and a crore one hundred lakhs.

2. An anna is a 16th part of a rupee and a pie the 12th part of an anna.

3. The approximate value in English coinage of a rupee at the present rate of exchange is one shilling and six pence.

NOTE.—Indian Railway Systems have been classified under three classes for statistical purposes—

Class I—Railways with gross earnings of Rs. 50 lakhs and over a year.

Class II—Railways with gross earnings of less than Rs. 50 lakhs a year, but exceeding Rs. 10 lakhs a year.

Class III—Railways with gross earnings of Rs. 10 lakhs and under a year.

A detailed list of the railways in each class will be found in statement 5, pages 43 to 47.

SECTION A.

FINANCIAL AND STATISTICAL SUMMARIES.

[*For details, see Statement 2 (a), pages 24-27.*]

II-A.—Summary of Capital at Charge of State-owned Railways on the 31st March 1937 and 1938.

NOTE :—Upto 1931-32 sterling liabilities involved in the purchase of Railways were converted *into* rupee at the statutory rates of exchange, but in the years 1932-33 to 1934-35 they were converted at the rates of exchange prevailing in the years when the liabilities came into being. From 1935-36 they have again been converted at the statutory rate of 1s. 6d. to the rupee.

(*In thousands of rupees.*)

Details.	State owned lines worked by the State.		State owned lines worked by Companies and other miscellaneous items.		Total State-owned railways.	
	31st March 1937.	31st March 1938.	*31st March 1937.*	31st March 1938.	*31st March 1937.* (Cols. 2+4.)	31st March 1938. (Cols. 3+5.)
1	2	3	4	5	6	7
1. *Liabilities incurred in the purchase of railways :—*						
(*a*) During the year . .	..	..	..	..	..	..
(*b*) To end of the year .	*1,16,56,81*	1,16,56,81	*44,52,15*	44,52,15	*1,61,08,96*	1,61,08,96
2. *Capital outlay during the financial year from funds provided by the State :—*						
(*a*) Works . . .	*25,58*	—8,88	*87,28*	68,14	*1,12,86*	59,26
(*b*) Rolling-stock . .	*—72,89*	—23,42	*—6,92*	17,71	*—79,81*	—5,71
(*c*) General charges . .	*4,00*	—2,36	*92*	—34,29	*4,92*	—36,65
(*d*) Stores, etc., not finally charged off in the accounts.	*—5,08*	29,40	*—4,86*	5,53	*—9,94*	34,93
(*e*) Total	*—48,39*	—5,26	*76,42*	57,09	*28,03*	51,83
3. *Capital outlay to the end of the financial year including, in the case of purchased railways, expenditure incurred since purchase :—*						
(*a*) Works . . .	*2,63,65,12*	2,38,85,52	*1,64,79,72*	1,61,87,87	*4,28,44,84*	4,00,73,39
(*b*) Rolling-stock . .	*96,24,85*	89,64,60	*67,03,92*	67,28,98	*1,63,28,77*	1,56,93,58
(*c*) General charges . .	*14,73,25*	12,47,33	*11,82,73*	12,92,86	*26,55,98*	25,40,19
(*d*) Stores, etc., not finally charged off in the accounts.	*5,96,08*	5,91,97	*3,67,84*	3,73,37	*9,63,92*	9,65,34
(*e*) Total . . .	*3,80,59,30*	3,46,89,42	*2,47,34,21*	2,45,83,08	*6,27,93,51*	5,92,72,50
4. *Total Capital at Charge at the end of the financial year [Items 1 (b) plus 3 (e)].*	*4,97,16,11*	4,63,46,23	*2,91,86,36*	2,90,35,23	*7,89,02,47*	7,53,81,46

II-B.—Summary of Capital Outlay to the end of the years 1936-37

Classification.	Year.	Capital outlay during the year.				
		Works.	Rolling-stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.
1	2	3	4	5	6	7
1. Branch line Companies' Railways under Guarantee Terms—		Rs.	Rs.	Rs.	Rs.	Rs.
(a) Worked by the branch line company	*1936-37* .	*39*	*10*	*Nil*	*—16*	*33*
	1937-38 .	2	Nil	Nil	33	35
(b) Worked by the main line . .	*1936-37* .	*28*	*Nil*	*Nil*	*Nil*	*28*
	1937-38 .	15	Nil	Nil	Nil	15
2. Branch line Companies' Railways under rebate terms worked by the main line.	*1936-37* .	*1,36*	*—11*	*Nil*	*Nil*	*1,25*
	1937-38 .	1,13	1	1	Nil	1,15
3. Branch line Companies' Railways under guarantee and rebate terms.	*1936-37* .	*21*	*Nil*	*Nil*	*Nil*	*21*
	1937-38 .	32	—8	Nil	Nil	24
4. Companies' lines subsidized by the Government of India.	*1936-37* .	*4,30*	*2,52*	*—43*	*3,69*	*10,08*
	1937-38 .	7,27	11,90	2	—4,18	15,01
5. Companies' lines subsidized by Local Governments.	*1936-37* .	*45*	*—72*	*—10*	*—17*	*—54*
	1937-38 .	26	—1,64	Nil	1,85	47
6. Unassisted Companies' lines . . .	*1936-37* .	*1,71*	*—63*	*Nil*	*—1*	*1,07*
	1937-38 .	18	Nil	Nil	—3	15
7. District Board lines	*1936-37* .		*—19*	*2*	*Nil*	*30*
	1937-38 .	23	—2	Nil	Nil	21
8. Companies' lines subsidized by District Boards.	*1936-37* .	*54*	*1,00*	*Nil*	*—75*	*79*
	1937-38 .	37	19	2	—13	45
9. Indian State lines worked by Indian States .	*1936-37* .	*36,84*	*22,98*	*34*	*—6,48*	*53,68*
	1937-38 .	38,73	11,32	1,45	5,97	57,47
10. Indian State lines worked by the main line .	*1936-37* .	*3,96*	*81*	*5*	*12*	*4,94*
	1937-38 .	—2,47	35	23	19	—1,70
11. Companies' lines guaranteed by Indian States	*1936-37* .	*Nil*	*6*	*Nil*	*Nil*	*6*
	1937-38 .	4	—2	Nil	Nil	2
12. Lines in Foreign territory worked by British Indian Railway Companies.	*1936-37* .	*47*	*Nil*	*Nil*	*Nil*	*47*
	1937-38 .	1,68	Nil	Nil	Nil	1,68
13. Total .	*1936-37* .	*50,98*	*25,82*	*—12*	*—3,76*	*72,92*
	1937-38 .	47,91	22,01	1,73	4,00	75,65
14. Miscellaneous .	*1936-37* .	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
	1937-38 .	Nil	Nil	Nil	Nil	Nil
15. Grand Total . .	*1936-37* .	*50,98*	*25,82*	*—12*	*—3,76*	*72,92*
	1937-38 .	47,91	22,01	1,73	4,00	75,65

[*For details see Statement 2 (b), pages 28—39.*]

and 1937-38 of other than State-owned Railways. (*In thousands of rupees.*)

§ Total capital outlay to the end of the year.					Classification.
Works.	Rolling-stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.	
8	9	10	11	12	13
Rs.	Rs.	Rs.	Rs.	Rs.	1. Branch line Companies' Railways under Guarantee Terms—
93,00	*21,41*	*9,31*	*1,39*	*1,25,11*	(*a*) Worked by the branch line company.
93,02	21,41	9,31	1,72	1,25,46	
82,40	*1,17*	*7,89*	*Nil*	*91,46*	(*b*) Worked by the main line.
82,55	1,17	7,89	Nil	91,61	
5,85,60	*56,92*	*78,08*	*Nil*	*7,20,60*	2. Branch line Companies' Railways under rebate terms worked by the main line.
5,85,51	57,01	79,23	Nil	7,21,75	
1,77,91	*2,96*	*9,56*	*2,00*	*1,92,43*	3. Branch line Companies' Railways under guarantee and rebate terms.
1,78,23	2,88	9,56	2,00	1,92,67	
**12,09,76*	*3,97,29*	*1,21,52*	*14,62*	*17,43,19*	4. Companies' lines subsidized by the Government of India.
*12,17,03	4,09,19	1,21,54	10,44	17,58,20	
1,42,92	*85,67*	*20,98*	*¶3,44*	*¶2,53,01*	5. Companies' lines subsidized by Local Governments.
1,43,18	84,03	20,98	¶5,29	¶2,53,48	
50,18	*10,65*	*2,41*	*17*	*63,41*	6. Unassisted Companies' lines.
50,36	10,65	2,41	14	63,56	
71,87	*4,93*	*6,51*	*Nil*	*83,31*	7. District Board lines.
72,10	4,91	6,51	Nil	83,52	
1,17,29	*46,66*	*3,08*	*2,38*	*1,69,41*	8. Companies' lines subsidized by District Boards.
1,17,66	46,84	3,10	2,26	1,69,86	
29,94,34	*9,72,48*	*1,92,88*	*68,11*	*42,27,81*	9. Indian State lines worked by Indian States.
31,79,52	10,37,91	2,01,38	76,55	44,95,36	
9,96,31	*97,77*	*75,95*	*5,83*	*11,75,86*	10. Indian State lines worked by the main line.
8,48,21	43,77	69,25	3,61	9,64,84	
8,43	*6,01*	*1,76*	*Nil*	*16,20*	11. Companies' lines guaranteed by Indian States.
8,47	5,99	1,76	Nil	16,22	
‡2,38,16	*Nil*	*1,50*	*Nil*	*2,39,66*	12. Lines in Foreign territory worked by British Indian Railway Companies.
†2,39,84	Nil	1,50	Nil	2,41,34	
67,68,17	*17,03,92*	*5,31,43*	*97,94*	*91,01,46*	13. Total.
68,15,68	17,25,76	5,34,42	1,02,01	91,77,87	
8,23	*Nil*	*64*	*Nil*	*8,87*	14. Miscellaneous.
8,23	Nil	64	Nil	8,87	
67,76,40	*17,03,92*	*5,32,07*	*97,94*	*91,10,33*	15. Grand Total
68,23,91	17,25,76	5,35,06	1,02,01	91,86,74	

* Includes 11,95 being the capital outlay of Matheran Light Railway to the end of 1927-28, the details of which are not available.

† Includes 2,27,94 being the capital outlay on the West of India Portuguese Railway, the details of which are not available.

‡ Includes 2,26,51 being the capital outlay on the West of India Portuguese Railway, the details of which are not available.

§ Ordinarily the figures shown under the head "Total capital outlay to the end of the year" should agree with the figures under the same head in the previous year *plus* those shown under "Capital outlay during the year" in this Report. Where they do not do so, the difference is due to certain adjustments made in the cumulative figures not passed through the accounts for the year.

¶ Excludes Rs. 1,50,000 (£10,000) representing the estimated cost of stores, etc., for the purpose of arriving at the amount of Government subsidy due to Dibru-Sadiya Railway in the years when a subsidy was payable.

[*For details, see Statement 4, page 42.*]

III.—Summary of total Interest Charges chargeable against Net Revenue Receipts of **State-owned** *Railway for the years 1936-37 and 1937-38.*

Particulars.	Central.								Total Provincial.		Grand Total	
	State lines worked by the State.		State lines worked by companies or by Indian States.		Miscellaneous items.		Total.					
	1936-37.	1937-38.	1936-37.	1937-38.	1936-37.	1937-38.	1936-37.	1937-38.	1936-37.	1937-38.	1936-37.	1937-38.
1	2	3	4	5	6	7	8	9	10	11	12	13
1. Interest on sterling debt . . £	*3,448,332*	3,410,452	*899,366*	899,366	..	..	*4,347,698*	4,309,818	..	..	*4,347,698*	4,309,818
2. Interest on capital contributed by companies:—												
(*a*) On share capital £	..	..	*420,000*	420,00	..	..	*420,000*	420,000	..	..	*420,000*	420,000
(*b*) On debenture and debenture stock £	..	..	*478,228*	459,089	..	..	*478,228*	459,089	..	..	*478,228*	459,089
3. Total . £	..	..	*898,228*	879,089	..	..	*898,228*	879,089	..	..	*898,228*	879,089
4. Grand Total . £	*3,448,332*	3,410,452	*1,797,594*	1,778,455	..	..	*5,245,926*	5,188,907	..	..	*5,245,926*	5,188,907
5. Converted into rupees at average rate of exchange . . (In thousands of rupees.)	*4,57,19*	4,52,37	*2,40,12*	2,36,86	(*a*)—*1,35*	(*a*)—1,23	*6,95,96*	6,88,00	..	..	*6,95,96*	6,88,00
6. Interest on capital outlay provided by Government . . (In thousands of rupees.)	*14,73,22*	13,29,22	*8,90,74*	8,94,50	*13,85*	7,02	*23,77,81*	22,30,74	*50*	5	*23,78,31*	22,30,79
7. Interest on rupee debt (In thousands of rupees.)	*4*	4	*7,50*	7,50	..	..	*7,54*	7,54	..	..	*7,54*	7,54
8. Grand Total . (In thousands of rupees.)	*19,30,45*	17,81,63	*11,38,36*	11,38,86	*12,50*	5,79	*30,81,31*	29,26,28	*50*	5	*30,81,81*	29,26,:3

(*a*) Represents exchange charges.

[*For details, see Statement No. 3, pages 40 and 41.*]

IV.—Summary of Gross Revenue Receipts, Working Expenses and Net Revenue Receipts of State-owned Railways for the years 1936-37 and 1937-38.

[In thousands of rupees.]

Class of Railways.	Year.	Gross Revenue receipts. (c)			Working expenses.				Payment to worked lines.	Net Revenue Receipts.	Percentage of ordinary working expenses to earnings.
		Earnings.	Suspense.	Total.	Ordinary.	Appropriation to Depreciation Reserve Fund.	Suspense.	Total.			
1	2	3	4	5	6	7	8	9	10	11	12
State Railways worked by State .	*1936-37*	*60,61,42*	*—14,18*	*60,47,24*	*31,53,56*	*8,26,22*	*6,50*	*39,86,28*	*76,41*	*19,84,55*	*52·03*
	1937-38	58,07,87	5,37	58,13,24	30,98,24	7,67,67	4,61	38,70,52	74,43	18,68,29	53·35
State Railways worked by Companies or Indian States and Miscellaneous.	*1936-37*	*40,65,34*	*—10,32*	*40,55,02*	*21,23,70*	*4,88,81*	*5,44*	*26,18,01*	*2,25,33*	*12,11,68*	*52·24*
	1937-38	42,22,19	9,94	42,32,13	21,95,44	4,89,31	2,67	26,87,42	2,18,37	13,26,34	52·00
Total . .	*1936-37*	*1,01,26,76*	*—24,50*	*1,01,02,26*	*52,77,32*	*13,15,03*	*11,94*	*66,04,29*	*3,01,74*	*31,96,23*	*52·12*
	1937-38	1,00,30,06	15,31	1,00,45,37	52,93.68	12.56,98	7,28	65,57,94	2,92,80	31,94,63	52·78

[*For details, see Statement 5, pages 43-47.*]

V.—Summary of $\frac{\textit{Capital at Charge}^*}{\textit{Capital Outlay}\dagger}$*, Revenue Earnings and Expenses of Railways for the years 1936-37 and 1937-38.*

[In thousands of rupees.]

Note.—Please see notes under headings of Summary IIA and Statement 5.]

Classification.	Year.	For the system, *i.e.*, both State-owned and other than State-owned portions.					
		‡ Total capital at charge.	§ Gross earnings.	§ Working expenses.	Net earnings. (Col. 4—5.)	Percentage of working expenses to gross earnings. $\left(\frac{\text{Col. 5}\times 100}{\text{Col. 4}}\right)$	Percentage of net earnings on total capital at charge given in column 3. $\left(\frac{\text{Col. 6}\times 100}{\text{Col. 3}}\right)$
1	2	3	4	5	6	7	8
				By classes of railways.			
Class I Railways	*1936-37* .	*8,40,47,02*	*1,04,35,37*	*67,47,05*	*36,88,32*	*64·66*	*4·39*
	1937-38¶ .	8,05,19,93	1,03,54,85	67,12,01	36,42,84	64·82	4·52
Class II Railways	*1936-37* .	*28,81,03*	*3,18,59*	*2,03,69*	*1,14,90*	*63·93*	*3·99*
	1937-38 .	31,35,22	3,47,12	2,12,71	1,34,41	61·28	4·29
Class III Railways	*1936-37* .	*5,87,87*	*55,21*	*43,86*	*11,35*	*79·44*	*1·93*
	1937-38 .	5,91,52	56,30	43,87	12,43	77·92	2·10
Other items not included in the preceding heads	*1936-37* .	*4,96,88*	*—2,44*	*—1,79*	*—65*	..	..
	1937-38 .	3,21,53	—1,27	—6,04	4,77	..	..
				By Ownership.			
Total State Railways (*a*)	*1936-37* .	*7,84,05,59*	*95,76,18*	*63,19,43*	*32,56,75*	*65·99*	*4·15*
	1937-38¶ .	7,50,59,93	94,86,52	62,82,54	32,03,98	66·23	4·27
Other items not included in the preceding heads.	*1936-37* .	*4,96,88*	*—2,44*	*—1,79*	*—65*	..	..
	1937-38 .	3,21,53	—1,27	—6,04	4,77	..	..
Total other Railways	*1936-37* .	*91,01,46*	*12,32,73*	*6,74,79*	*5,57,94*	*54·74*	*6·13*
	1937-38 .	91,77,87	12,70,86	6,85,71	5,85,15	53·96	6·38
Miscellaneous (*b*)	*1936-37* .	*8,87*	*26*	*38*	*—12*	..	..
	1937-38 .	8,87	89	34	55	..	..
Grand Total .	*1936-37* .	*8,80,12,80*	*1,08,06,73*	*69,92,81*	*38,13,92*	††*64·71*	*4·33*
	1937-38 .	8,45,68,20	1,07,57,00	69,62,55	37,94,45	64·73	4·49

* In the case of State-owned railways.

† In the case of other than State-owned railways.

‡ On open lines and on lines wholly or partly under construction (including ferries and suspense).

§ Gross earnings and working expenses represent the true earnings and true expenses of a railway in an accounting period, irrespective of whether the earnings have been realised, or the expenses paid. They are the administrative figures of railway accounts.

(*a*) The method of exhibiting the figures in Summary IV has been changed from 1934-35; the figures shown therein are not, therefore, susceptible of agreement with those in Summary V or Summary VI.

(*b*) Represents figures pertaining to Alnavar-Dandeli (Provincial) Railway.

†† Revised figures.

¶ Exclusive of Burma Railways due to separation.

[*For details, see Statement 5, pages 43—47 and Statement 8, pages 62-77.*)

VI.—Summary of $\frac{\text{Capital at Charge*}}{\text{Capital Outlay†}}$, *Revenue Earnings and Expenses and Mileage of Railways classified according to methods of working for the years 1936-37 and 1937-38.*

N. B.—Please see notes under headings of Summary II-A and Statement 5.

Classification.	Year.	Route mileage on 31st March.	In thousands of rupees. ‡ Total capital at charge. / Capital Outlay.	Gross earnings. §	Working expenses. §	Net earnings.	Remarks.
1	2	3	4	5	6	7	8
		Miles.					
1. State lines worked by the State (*a*)	*1936-37*	*17,736·92*	*4,95,29,44*	*59,30,50*	*39,12,55*	*20,17,95*	
	1937-38¶	15,676·90	4,61,62,45	56,74,72	37,97,51	18,77,21	
2. State lines worked by ‖companies (*a*)	*1936-37*	*14,025·03*	*2,88,76,15*	*36,45,68*	*24,06,88*	*12,38,80*	
	1937-38	14,035·59	2,88,97,48	38,11,80	24,85,03	13,26,77	
3. Branch line companies' railways under Guarantee terms, worked by the Branch line company.	*1936-37*	*177·93*	*1,25,11*	*5,61*	*5,89*	*—28*	
	1937-38	177·96	1,25,46	6,31	6,31	..	
4. Branch line companies' railways under Guarantee terms, worked by the main line.	*1936-37*	*114·65*	*91,46*	*9,82*	*4,97*	*4,85*	
	1937-38	114·65	91,61	9,84	4,97	4,87	
5. Branch line companies' railways under Rebate terms, worked by the main line.	*1936-37*	*1,076·58*	*7,20,60*	*81,72*	*43,12*	*38,60*	
	1937-38	1,076·58	7,21,75	83,12	45,73	37,39	
6. Branch line companies' railways under Guarantee and rebate terms	*1936-37*	*166·60*	*1,92,43*	*12,22*	*6,67*	*5,55*	
	1937-38	165·74	1,92,67	12,18	6,55	5,63	
7. Companies' lines subsidized by the Government of India.	*1936-37*	*1,913·62*	*17,43,19*	*2,76,35*	*1,25,36*	*1,50,99*	
	1937-38	1,913·61	17,58,20	2,82,15	1,31,95	1,50,20	
8. Companies' lines subsidized by Local Governments.	*1936-37*	*229·59*	*2,53,01*	*39,76*	*25,44*	*14,32*	
	1937-38	229·59	2,53,48	41,79	24,45	17,34	
9. Unassisted companies' lines	*1936-37*	*164·25*	*63,41*	*3,70*	*3,72*	*—2*	
	1937-38	127·50	63,56	4,04	3,33	71	
10. District Board lines (*c*)	*1936-37*	*136·43*	*83,31*	*20,56*	*11,11*	*9,45*	
	1937-38	136·43	83,52	18,47	9,94	8,53	
11. Companies' lines subsidized by District Boards	*1936-37*	*299·13*	*1,69,41*	*28,80*	*21,15*	*7,65*	
	1937-38	299·13	1,69,86	30,47	21,19	9,28	
12. Indian State lines worked by Indian States.	*1936-37*	*5,517·11*	*42,27,81*	*5,45,33*	*3,08,59*	*2,36,74*	
	1937-38	5,552·09	44,95,36	5,82,26	3,19,38	2,62,88	
13. Indian State lines worked by the main line.	*1936-37*	*1,438·88*	*11,75,86*	*1,80,73*	*1,02,08*	*78,65*	
	1937-38	1,438·88	9,64,84	1,75,79	97,33	78,46	
14. Companies' lines guaranteed by Indian States	*1936-37*	*38·63*	*16,20*	*1,24*	*1,03*	*21*	
	1937-38	38·63	16,22	1,33	1,09	24	
15. Lines in foreign territory worked by British Indian railway companies	*1936-37*	*73·54*	*2,39,66*	*26,89*	*15,66*	*11,23*	
	1937-38	73·54	2,41,34	23,11	13,49	9,62	
16. Miscellaneous (*b*)	*1936-37*	*19·12*	*8,87*	*26*	*38*	*—12*	
	1937-38	19·12	8,87	89	34	55	
17. Other items not included in the preceding heads.	*1936-37*	..	*4,96,88*	*—2,44*	*—1,79*	*—65*	
	1937-38	..	3,21,53	—1,27	—6,04	4,77	
18. Total	*1936-37*	*43,128·01*	*8,80,12,80*	*1,08,06,73*	*69,92,81*	*38,13,92*	
	1937-38¶	41,075·94	8,45,68,20	1,07,57,00	69,62,55	37,94,45	

(*a*) Please see footnote (*a*) in Summary V on page 7.

(*b*) Represents figures pertaining to Alnavar-Dandeli (Provincial) railway.

* In the case of State-owned Railways. † In the case of other than State-owned Railways.

‡ On open line and on lines wholly or partly under construction (including ferries and suspense).

§ Gross earnings and working expenses represent the true earnings and true expenses of a Railway in an accounting period, irrespective of whether the earnings have been realised or the expenses paid. They are the administrative figures of Railway Accounts.

‖ Include State lines worked by Indian States.

¶ Exclusive of Burma Railways due to separation.

(*c*) Includes Bezwada-Masulipatam line, purchased by the Government of India on 4th February 1938.

[*For details, see Statement 8, pages 62—77.*]

STATISTICAL SUMMARIES.

VII.—Summary of the Mileage of Railways on 31st March 1938.

Classification.	Route mileage open on the 31st March 1938.			Track mileage open on the 31st March 1938.			Route mileage opened during the financial year 1937-38.	Route mileage authorised but not open for traffic on 31st March 1938.	
	Single line.	Double, treble, etc., lines as the case may be.	Total.	Running track.	Sidings.	Total.		Sanctioned but not commenced.	Under construction.
1	2	3	4	5	6	7	8	9	10
I. (*a*) Class I Railways—									
5′ 6″ gauge	17,762·76	3,434·00	21,196·76	24,886·51	7,428·19	32,314·70	*Nil*	*Nil*	4·31
3′ 3¾″ gauge	12,657·94	63·18	12,721·12	12,799·85	2,702·00	15,501·85	*Nil*	*Nil*	12·04
2′ 6″ and 2′ 0″ gauges	2,216·58	*Nil*	2,216·58	2,216·58	249·85	2,466·43	*Nil*	*Nil*	*Nil*
Total	32,637·28	3,497·18	36,134·46	39,902·94	10,380·04	50,282·98	*Nil*	*Nil*	16·35
(*b*) Class II Railways—									
3′ 3¾″ gauge	2,890·66	*Nil*	2,890·66	2,890·66	446·96	3,337·62	34·95	15·15	106·76
2′ 6″ and 2′ 0″ gauges	926·11	*Nil*	926·11	926·11	113·64	1,039·75	*Nil*	*Nil*	*Nil*
Total	3,816·77	*Nil*	3,816·77	3,816·77	560·60	4,377·37	34·95	15·15	106·76
(*c*) Class III Railways—									
3′ 3¾″ gauge	145·64	*Nil*	145·64	145·64	20·68	166·32	*Nil*	*Nil*	*Nil*
2′ 6″ and 2′ 0″ gauges	979·07	*Nil*	979·07	980·45	102·43	1,082·88	*Nil*	*Nil*	*Nil*
Total	1,124·71	*Nil*	1,124·71	1,126·09	123·11	1,249·20	*Nil*	*Nil*	*Nil*
II. (*a*) Total State-owned Railways—									
5′ 6″ gauge	15,763·01	3,434·00	19,197·01	22,886·76	7,142·05	30,028·81	*Nil*	*Nil*	*Nil*
3′ 3¾″ gauge	8,870·33	45·36	8,915·69	8,976·60	1,993·46	10,970·06	*Nil*	*Nil*	*Nil*
2′ 6″ and 2′ 0″ gauges	1,618·91	*Nil*	1,618·91	1,618·91	200·11	1,819·02	*Nil*	*Nil*	*Nil*
Total	26,252·25	3,479·36	29,731·61	33,482·27	9,335·62	42,817·89	*Nil*	*Nil*	*Nil*
(*b*) Total Other Railways—									
5′ 6″ gauge	1,999·75	*Nil*	1,999·75	1,999·75	286·14	2,285·89	*Nil*	*Nil*	4·31
3′ 3¾″ gauge	6,823·91	17·82	6,841·73	6,859·55	1,176·18	8,035·73	34·95	15·15	118·80
2′ 6″ and 2′ 0″ gauges	2,502·85	*Nil*	2,502·85	2,504·23	265·81	2,770·04	*Nil*	*Nil*	*Nil*
Total	11,326·51	17·82	11,344·33	11,363·53	1,728·13	13,091·66	34·95	15·15	123·11
III. (*a*) Total State-managed Rlys.—									
5′ 6″ gauge	12,101·60	2,867·02	14,968·62	18,045·35	5,551·68	23,597·03	*Nil*	*Nil*	*Nil*
3′ 3¾″ gauge	1,130·57	7·29	1,137·86	1,145·15	332·25	1,477·40	*Nil*	*Nil*	*Nil*
2′ 6″ and 2′ 0″ gauges	967·03	*Nil*	967·03	967·03	116·47	1,083·50	*Nil*	*Nil*	*Nil*
Total	14,199·20	2,874·31	17,073·51	20,157·53	6,000·40	26,157·93	*Nil*	*Nil*	*Nil*
(*b*) Total Other Railways—									
5′ 6″ gauge	5,661·16	566·98	6,228·14	6,841·16	1,876·51	8,717·67	*Nil*	*Nil*	4·31
3′ 3¾″ gauge	14,563·67	55·89	14,619·56	14,691·00	2,837·39	17,528·39	34·95	15·15	118·80
2′ 6″ and 2′ 0″ gauges	3,154·73	*Nil*	3,154·73	3,156·11	349·45	3,505·56	*Nil*	*Nil*	*Nil*
Total	23,379·56	622·87	24,002·43	24,688·27	5,063·35	29,751·62	34·95	15·15	123·11
IV. Total by gauges—									
5′ 6″ gauge	17,762·76	3,434·00	21,196·76	24,886·51	7,428·19	32,314·70	*Nil*	*Nil*	4·31
3′ 3¾″ gauge	15,694·24	63·18	15,757·42	15,836·15	3,169·64	19,005·79	34·95	15·15	118·80
2′ 6″ and 2′ 0″ gauges	4,121·76	*Nil*	4,121·76	4,123·14	465·92	4,589·06	*Nil*	*Nil*	*Nil*
Grand Total	37,578·76	3,497·18	41,075·94	44,845·80	11,063·75	55,909·55	34·95	15·15	123·11

Note. 1—Route mileage open on 31st March 1937	43,128·01
Add Route mileage opened during 1937-38	34·95
Total	43,162·96
Route mileage open on 31st March 1938 as shown in column 4 above	41,075·94
Difference (*vide* details below *	—2,087·02
*Exclusion of Burma Railway	—2,059·89
„ „ Jessore Jhenidah Railway	—36·75
Removal from Route mileage and treatment as siding on B. B. & C. I. Ry. of Anwar Ganj Gwaltoli Branch	—2·35
Dismantlement of line between Bhairab Bazar and New Bhairab Bazar station on A. B. Ry.	—0·86
Due to adjustments on E. I., S. I., Bhavnagar state and Kalighat Falta Railways	—0·02
Additions during the year on B. & N. W. Ry. chiefly on account of diversions and linking of Ghat Shifts, etc.	+12·85
Total	—2,087·02

Note. 2—The electrified route mileage on 31st March 1938 was 98·93 miles *vide* details in statement No. 32, page 208

VIII.—Summary of Equipment showing

Classification.	Locomotives.				Rail motors.		Steam coaches.		†Electric motor coaches.			Coaching vehicles. Excluding vehicles used exclusively on Railway Service.					Other vehicles including brake vans.	Railway Service vehicles (including officers' carriages.)
												Passenger carriages.						
	Steam. No.	Electric No.	Total tractive efforts in lbs.		No.	Seats.	No.	Seats.	No. (In units.)	Seats.	Average weight in tons.	No. (In units.)	Seats.					
			Steam.	Electric.									1st.	2nd.	Inter.	Third.	No. (In units.)	No. (In units.)
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
Class I Railways.																		
5′ 6″ gauge . .	5,252	69	136,406,727	2,116,352	1	7	(a)13	1,118	93	9,188	69	9,244 *	22,897 **	42,447 **	60,753 **	625,775 **	3,496	1,160
3′ 3⅜″ gauge . .	2,246	4	33,281,815	41,600	4	232	7	623	24	1,236	38	6,406 *	9,827 **	11,336 **	13,998 **	311,266 **	1,320	558
	Number.				Number.													
2′ 6″ and 2′ 0″ gauges	283				6		(a)7	280	1	16	13	865	975	1,358	1,799	26,510	88	35
Class II Railways.																		
3′ 3⅜″ gauge . .	345				13		§6	..	..	..	..	1,235	1,597	2,860	1,092	47,073	269	89
2′ 6″ and 2′ 0″ gauges	130				5		(b)6	..	..	..	..	595	354	754	78	15,927	41	22
Class III Railways.																		
3′ 3⅜″ gauge . .	17				2		..	..	..	..	..	64	42	80	71	3,016	17	3
2′ 6″ and 2′ 0″ gauges	142				18		1	..	..	..	..	555	539	437	1,508	14,141	55	14

IX.—Summary of net additions to or reduction

Classification.	Locomotives.				Rail motors.		Steam coaches.		†Electric motor coaches.		Coaching vehicles. Excluding vehicles used exclusively on Railway Service.						Railway Service vehicles (including officers' carriages).
											Passenger carriages.					Other vehicles including brake vans.	
	Steam No.	Electric No.	Total tractive effort in lbs.		No.	Seats.	No.	Seats.	No. (In units.)	Seats.	No. (In units.)	Seats.				No. (In units.)	No. (In units.)
			Steam.	Electric.								1st.	2nd.	Inter.	Third.		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
Class I Railways.																	
5′ 6″ gauge . .	—79	..	—1,463,010	..	..	..	..	—42	..	..	*—137	—226 **	—623 **	—294 **	—12,809 **	—57	3
3′ 3⅜″ gauge (c) .	‡—31	..	—331,522	..	..	..	..	..	..	205	*—84	—117 **	93 **	269 **	—2,821 **	32	—8
	Number.				Number.												
2′ 6″ and 2′ 0″ gauges	..				..		..	..	..	..	—2	5	9	—14	79	..	—5
Class II Railways.																	
3′ 3⅜″ gauge . .	41				3		..	..	..	..	116	84	184	166	5,196	27	6
2′ 6″ and 2′ 0″ gauges	—2				..		—1	..	..	..	—2	..	—46	—6	—213	—1	..
Class III Railways.																	
3′ 3⅜″ gauge . .	1				2		..	..	..	..	3	4	8	7	180	3	..
2′ 6″ and 2′ 0″ gauges	—1				—1		..	..	..	..	—17	—4	—44	—20	—112	—6	1
By gauges.																	
5′ 6″ gauge . .	—79	..	—1,463,010	..	..		..	—42	..	..	*—137	—226 **	—623 **	—294 **	—12,809 **	—57	3
	Number.																
3′ 3⅜″ gauge (c) .	‡11				5		..	..	..	205	35	—29	285	442	2,555	62	—2
2′ 6″ and 2′ 0″ gauges	—3				—1		—1	..	..	..	—21	1	—81	—40	—246	—7	—4

* Excludes Military cars, Dining cars, Saloons (Royal and State) and reserved carriages for the public which are included in columns 18 and 17 respectively in Summaries VIII and IX.

† Motor Coach composites.

(a) Includes 1 Internal Combustion Coach.
(b) Includes 4 Internal Combustion Coaches.

** Exclude seating accommodation of vehicles referred to at (*) above.

§ Internal Combustion Coaches.

‡ See footnote (†) on page 90 in this connection.

(c) Due to separation from 1st April 1937 the Burma Railways have not been taken into account in arriving at these differences.

actual stock running on 31st March 1938. [*For details see Statement 10, pages 79—88 and Statement 34, pages 213—214.*]

GOODS WAGONS — Excluding vehicles used exclusively on Railway Service.									
Covered wagons.		Open wagons, high sided.		Open wagons, low sided.		Special wagons including brake vans.	Railway Service Vehicles including inspection trollies, travelling cranes and their dummy trucks.	Road Motors.	Classification.
No. (In units.)	Total capacity in tons.	No. (In units.)	Total capacity in tons.	No. (In units.)	Total capacity in tons.	No. (In units.)	No. (In units.)	No.	
20	21	22	23	24	25	26	27	28	29
92,311	1,914,895	39,935	863,430	4,121	93,934	11,973	3,900	111	Class I Railways. 5′ 6″ gauge.
39,296	515,589	2,693	43,068	3,705	50,830	4,802	3,395	10	3′ 3⅜″ gauge.
			Number. 3,445				128	..	2′ 6″ and 2′ 0″ gauges.
									Class II Railways.
			7,632				209	..	3′ 3⅜″ gauge.
			2,274				49	..	2′ 6″ and 2′ 0″ gauges.
									Class III Railways.
			87				..	..	3′ 3⅜″ gauge.
			1,511				43	..	2′ 6″ and 2′ 0″ gauges.

in Equipment during the year 1937-38. [*For details, see Statement 11, pages 90—91 and Statement 35, page 216.*]

GOODS WAGONS. — Excluding vehicles used exclusively on Railway Service.					Railway Service Vehicles including inspection trollies, travelling cranes & their dummy trucks.	Road Motors.	Classification.
Covered wagons.		Open wagons.		Special wagons including brake vans.			
No. (In units.)	Total capacity in tons.	No. (In units.)	Total capacity in tons.	No. (In units.)	No (In units.)	No.	
19	20	21	22	23	24	25	26
—1,496	—54,029	1,576	33,557	—59	—80	..	Class I Railways. 5′ 6″ gauge.
—837	—9,382	111	910	66	—54	..	3′ 3⅜″ gauge.
		Number. —7			†..	..	2′ 6″ and 2′ 0″ gauges.
							Class II Railways.
		490			21	—1	3′ 3⅜″ gauge.
		—6			—1	..	2′ 6″ and 2′ 0″ gauges.
							Class III Railways.
		3			..	..	3′ 3⅜″ gauge.
		3			2	..	2′ 6″ and 2′ 0″ gauges.
							By gauges.
—1,496	—54,029	1,576	33,557	—59	—80	..	5′ 6″ gauge.
		Total Number —167			—33	—1	3′ 3⅜″ gauge.
		—10			†1	..	2′ 6″ and 2′ 0″ gauges.

† See footnote (‡) on page 91 in this connection.

X.—Summary of Passenger and Goods Revenue

Headings.	Class I Railways.		Class II Railways.		Class III Railways.	
	1936-37.	1937-38. †	*1936-37.*	1937-38.	*1936-37.*	1937-38.
1	2	3	4	5	6	7
1. Number of Passengers (in hundreds)—						
1st class . . . . . No.	*473,4*	460,7	*16,9*	18,1	*12,4*	14,1
2nd class . . . . . „	*4,760,5*	4,385,3	*217,6*	222,4	*23,9*	23,2
Inter class . . . . . „	*11,227,3*	11,483,4	*69,0*	73,5	*171,8*	182,2
3rd Class . . . . . „	*477,135,8*	488,161,1	**28,931,3*	30,681,8	*8,998,5*	9,718,3
Total (*a*) . „	*493,597,0*	504,490,5	**29,235,3*	30,995,8	*9,206,6*	9,937,8
2. Passenger miles (in thousands)—						
1st class . . . . . Miles	*85,562*	83,107	*855*	913	*314*	369
2nd class . . . . . „	*327,174*	321,141	*9,314*	10,268	*664*	664
Inter class . . . . . „	*529,212*	561,823	*1,945*	2,276	*2,385*	2,697
3rd class . . . . . „	*16,494,729*	16,967,509	*675,676*	744,325	*142,829*	152,154
Total . „	*17,436,677*	17,933,580	*687,790*	757,782	*146,192*	155,884
3. Average miles a passenger was carried—						
1st class . . . . . Miles	*180·7*	180·4	*50·6*	50·4	*25·3*	26·2
2nd class . . . . . „	*68·7*	73·2	*42·8*	46·2	*27·8*	28·6
Inter class . . . . . „	*47·1*	48·9	*28·2*	31·0	*13·9*	14·8
3rd class . . . . . „	*34·6*	34·8	**23·4*	24·3	*15·9*	15·7
Total . „	*35·3*	35·5	*23·5*	24·4	*15·9*	15·7
4. Earnings from passengers carried (in thousands of rupees)—						
1st class . . . . . Rs.	*79,92*	77,82	*37*	1,04	*26*	30
2nd class . . . . . „	*1,41,86*	1,39,03	*4,57*	4,77	*62*	60
Inter class . . . . . „	*1,13,30*	1,20,73	*56*	69	*68*	75
3rd class . . . . . „	*25,33,35*	25,94,62	*1,28,15*	1,37,26	*28,96*	30,81
Total . „	*28,68,43*	29,32,20	*1,34,25*	1,43,76	*30,52*	32,46
5. Average rate charged per passenger per mile (in pies)—						
1st class . . . . . Pies.	*17·9*	18·0	*21·8*	21·9	*15·9*	15·6
2nd class . . . . . „	*8·32*	8·31	*9·42*	8·92	*17·9*	17·3
Inter class . . . . . „	*4·11*	4·13	*5·53*	5·82	*5·48*	5·34
3rd class . . . . . „	*2·95*	2·94	*3·64*	3·54	*3·89*	3·89
Total . „	*3·16*	3·14	*3·75*	3·64	*4·01*	4·00
6. Tons of goods carried (in thousands) (*b*) .	*110,598*	113,415	*4,898*	5,336	**9,11*	9,19
7. Net ton-miles (in thousands) . . .	*21,172,091*	22,479,591	*235,572*	270,402	*27,795*	26,695
8. Average miles a ton of goods was carried .	*191*	198	*48·1*	50·7	*30·5*	29·0
9. Earnings from goods carried (in thousands of rupees).	**68,09,19*	66,70,57	**1,59,97*	1,76,73	*19,21*	18,74
10. Average rate charged for carrying a ton of goods one mile . . . Pies.	*6·17*	5·69	*13·0*	12·5	*13·3*	13·5

† (*a*) (*b*) See remarks on page 13.

*Revised figures.

[*For details, see Statements 12, 13 and 36, pages 92—111 and 216—221.*]

Statistics for the years 1936-37 and 1937-38.

5′ 6″ gauge.		3′ 3⅜″ gauge.		2′ 6″ and 2′ 0″ gauges.		All Railways.		Headings.
1936-37.	1937-38.	*1936-37.*	1937-38. †	*1936-37.*	1937-38.	*1936-37.*	1937-38. †	
8	9	10	11	12	13	14	15	16
								1. Number of Passengers (in hundreds)—
336,2	330,4	*146,6*	142,0	*19,9*	20,5	*408,4*	397,1	1st class . . . No.
3,680,3	3,597,5	*1,223,6*	934,8	*98,1*	98,6	*4,589,8*	4,217,3	2nd class . . . ,,
9,573,6	9,711,0	*1,619,4*	1,742,8	*275,1*	285,3	*11,085,2*	11,323,5	Inter class . . ,,
303,479,4	319,366,5	*189,148,0*	185,215,2	**22,438,7*	23,979,5	**493,795,1*	505,346,8	3rd class . . . ,,
317,069,5	333,005,4	*192,137,6*	188,034,8	**22,831,8*	24,383,9	**509,878,5*	521,284,7	TOTAL (*a*) . ,,
								2. Passenger miles (in thousands)—
70,839	70,421	*15,191*	13,286	*701*	682	*86,731*	84,389	1st class . . . Miles.
250,569	255,095	*83,154*	73,200	*3,429*	3,778	*337,152*	332,073	2nd class . . .
454,374	481,675	*73,717*	79,249	*5,451*	5,872	*533,542*	566,796	Inter class . . ,,
11,144,030	11,704,276	*5,769,753*	5,729,668	*399,451*	430,044	*17,313,234*	17,863,988	3rd class . . . ,,
11,919,812	12,511,467	*5,941,815*	5,895,403	*409,032*	440,376	*18,270,659*	18,847,246	TOTAL ,,
								3. Average miles a passenger was carried—
210·7	213·1	*103·6*	93·6	*35·2*	33·3	*212·4*	212·5	1st class . . . Miles.
68·1	70·9	*68·0*	78·3	*35·0*	38·3	*73·5*	78·7	2nd class . . ,,
47·5	49·6	*45·5*	45·5	*19·8*	20·6	*48·1*	50·1	Inter class . . . ,,
36·7	36·6	*30·5*	30·9	*17·8*	17·9	*35·1*	35·3	3rd class . . . ,,
37·6	37·6	*30·9*	31·4	*17·9*	18·1	*35·8*	36·2	TOTAL . ,,
								4. Earnings from passengers carried (in thousands of rupees)—
64,99	65,24	*15,23*	12,98	*93*	94	*81,15*	79,16	1st class . . . Rs.
1,09,80	1,12,67	*34,92*	29,27	*2,33*	2,46	*1,47,05*	1,44,40	2nd class . . . ,,
96,97	1,03,31	*15,89*	17,05	*1,68*	1,81	*1,14,54*	1,22,17	Inter class . . ,,
17,03,25	18,02,93	*9,09,01*	8,76,58	*78,20*	83,18	*26,90,46*	27,62,69	3rd class . . . ,,
19,75,01	20,84,15	*9,75,05*	9,35,88	*83,14*	88,39	*30,33,20*	31,08,42	TOTAL . ,,
								5. Average rate charged per passenger per mile (in pies)—
17·6	17.8	*19·3*	18·8	*25·5*	26·5	*18·0*	18·0	1st class . . . Pies.
8·41	8·48	*8·06*	7·68	*13·0*	12·5	*8·37*	8·35	2nd class. . . ,,
4·10	4·12	*4·14*	4·13	*5·92*	5·92	*4·12*	4·14	Inter class . . ,,
2·93	2·96	*3·02*	2·94	*3·76*	3·71	*2·98*	2·97	3rd class . . ,,
3·18	3·20	*3·15*	3·05	*3·90*	3·85	*3·19*	3·17	TOTAL . ,,
81,779	88,208	*31,044*	27,581	*3,584*	3,881	*86,263*	87,289	6. Tons of goods carried (in thousands) (*b*).
17,351,015	19,222,629	*3,943,592*	3,397,737	*140,851*	156,322	*21,435,458*	22,776,688	7. Net ton-miles (in thousands).
212	218	*127·0*	123·2	*39·3*	40·3	*248·5*	260·9	8. Average miles a ton of goods was carried.
51,58,32	52,92,72	*17,24,13*	14,66,09	*1,05,92*	1,07,23	**69,88,37*	68,66,04	9. Earnings from goods carried (in thousands of rupees).
5·71	5·29	*8·35*	8·28	*14·4*	13·2	*6·25*	5·78	10. Average rate charged for carrying a ton of goods one mile. Pies.

(*a*) Columns 2 to 7 represent the total of passengers carried on individual railways, and columns 8 to 13 the total of number carried on individual gauges on all railways treating in both cases the passengers travelling over two or more gauges or two or more railways as having performed two or more journeys. Columns 14 and 15 represent the number originating on all railways irrespective of the number of railways or gauges travelled over by each passenger.

(*b*) The above remarks apply to tons carried also.

* Revised figures.

† Exclusive of Burma Railways due to separation.

[*For details, see Statement 5, pages 43—47 and Statement 14, pages 112—115.*]

XI.—Summary of Revenue Earnings and Expenses rated against selected units, ***by Classes and Gauges,*** *for the years 1936-37 and 1937-38.*

NOTE.—Please see notes under the headings of Statement No. 14.

Class or Gauge.	Year.	Net earnings.			Working expenses.			Gross earnings.			
		Total (in thousands).	Per train mile.	Per mean mile worked.	Total (in thousands).	Per train mile.	Per mean mile worked per week.	Total (in thousands).	Per train mile.	Per mean mile worked.	Per mean mile worked per week.
1	2	3	4	5	6	7	8	9	10	11	12
		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
					By classes of railways.						
Class I Railways§	*1936-37*	*36,88,32*	*2·06*	*9,533*	*67,47,05*	*3·74*	*333*	*1,04,35,37*	*5·80*	*26,873*	*515*
	1937-38	36,42,84	2·00	9,938	67,12,01	3·68	351	1,03,54,85	5·68	28,215	541
Class II Railways	*1936-37*	*1,14,90*	*1·50*	*3,007*	*2,03,69*	*2·66*	*102*	*3,18,59*	*4·16*	*8,334*	*160*
	1937-38	1,34,41	1·64	3,286	2,12,71	2·60	99	3,47,12	4·25	8,487	163
Class III Railways	*1936-37*	*11,35*	*0·44*	*987*	*43,86*	*1·71*	*73*	*55,21*	*2·15*	*4,801*	*92*
	1937-38	12,43	0·48	1,081	43,87	1·70	74	56,30	2·18	4,896	94
					By gauges.						
5′ 6″ Gauge	*1936-37*	*27,52,64*	*2·34*	*12,757*	*49,81,24*	*4·22*	*442*	*77,33,88*	*6·56*	*36,802*	*687*
	1937-38	28,08,47	2·25	13,012	51,73,89	4·15	459	79,82,36	6·40	36,943	709
3′ 3¼″ Gauge§	*1936-37*	*10,62,39*	*1·69*	*5,920*	*18,05,00*	*2·83*	*190*	*28,67,39*	*4·52*	*15,815*	*303*
	1937-38	9,76,53	1·66	6,017	15,83,80	2·68	186	25,60,33	4·33	15,741	302
2′ 6″ and 2′ 0″ Gauges.	*1936-37*	*—46*	*—0·01*	*—11*	*2,08,36*	*2·53*	*96*	*2,07,90*	*2·53*	*5,002*	*96*
	1937-38	4,68	0·05	113	2,10,90	2·48	97	2,15,58	2·53	5,187	99
					Total all railways.						
†TOTAL§	*1936-37*	*38,14,57*	*2·08*	*8,736*	*69,94,60*	*3·80*	*305*	*1,08,09,17*	*5·89*	*24,668*	*473*
	1937-38	37,89,68	2·04	9,043	69,68,59	3·74	319	1,07,58,27	5·78	25,643	492

† The difference between these totals and those shown in Summary V consists of "other items not included in the preceding heads" included in the latter.

§ Figures of 1937-38 are exclusive of Burma Railways due to separation.

[*For details, see Statement 17, pages 120—125 and Statement 37, pages 222—226.*]

XII.—Summary of Train and Engine Mileage for the years 1936-37 and 1937-38. (In thousands of miles.)

Particulars	Year	Train Miles. ‡ Passenger.	‡ Goods.	‡ Mixed.	Total (including departmental).	Shunting and other Engine Miles. Shunting.	*Miscellaneous.	Total. (Cols. 7+8).	Total engine miles. (Cols. 6+9).
1	2	3	4	5	6	7	8	9	10
				By	classes of	railways.			
Class I Railways — Steam	*1936-37*	*83,551*	*53,865*	*28,476*	*170,622*	*26,912*	*14,094*	*41,006*	*211,628*
	1937-38 (a)	87,499	57,389	23,103	172,688	27,112	14,196	41,308	213,996
Class I Railways — †Electric	*1936-37*	*1,418*	*587*	*Nil*	*2,033*	*208*	*307*	*515*	*2,548*
	1937-38	1,359	594	Nil	1,979	223	307	530	2,509
Class II Railways — Steam	*1936-37*	*1,923*	§*783*	*4,825*	*7,660*	*1,407*	*173*	*1,580*	*9,240*
	1937-38	2,132	983	4,928	8,166	1,508	230	1,738	9,904
Class III Railways ‖ — Steam	*1936-37*	*692*	*206*	*1,635*	*2,571*	*244*	*248*	*492*	*3,063*
	1937-38	624	200	1,722	2,583	223	263	486	3,069
					By gauges.				
5′ 6″ gauge — Steam	*1936-37*	*56,938*	*39,162*	*11,168*	*109,977*	*18,125*	*10,649*	*28,774*	*138,751*
	1937-38	59,462	42,767	11,437	116,657	18,979	11,288	30,267	146,924
5′ 6″ gauge — †Electric	*1936-37*	*1,418*	*587*	*Nil*	*2,033*	*208*	*307*	*515*	*2,548*
	1937-38	1,359	594	Nil	1,979	223	307	530	2,509
3′ 3⅜″ gauge — Steam	*1936-37*	*27,214*	*14,473*	*18,920*	*62,648*	*9,375*	*3,460*	*12,835*	*75,483*
	1937-38 (a)	28,768	14,456	13,370	58,270	8,783	2,921	11,704	69,974
2′ 6″ and 2′ 0″ gauges ‖ — Steam	*1936-37*	*2,014*	§*1,219*	*4,848*	*8,228*	*1,063*	*406*	*1,469*	*9,697*
	1937-38	2,025	1,349	4,946	8,510	1,081	480	1,561	10,071
				Total all	railways.				
Total — Steam	*1936-37*	*86,166*	§*54,854*	*34,936*	*180,853*	*28,563*	*14,515*	*43,078*	*223,931*
	1937-38 (a)	90,255	58,572	29,753	183,437	28,843	14,689	43,532	226,969
Total — †Electric	*1936-37*	*1,418*	*587*	*Nil*	*2,033*	*208*	*307*	*515*	*2,548*
	1937-38	1,359	594	Nil	1,979	223	307	530	2,509

* Includes light, assisting required, assisting not required, siding and departmental.
† Other than electric multiple unit suburban trains.
‡ Excluding departmental.
‖ The figures for Jorhat (Provincial) Railway have not been included as the information is not available.
§Revised figures
(a) Excludes Burma not furnished due to separation.

XIII.—Summary of Selected Operating Statistics of Class I Railways, by Gauges, for the year ended 31st March 1938.

Particulars.			5′ 6″ Gauge.	3′ 3½″ Gauge.	2′ 6″ and 2′ 0″ Gauges.
1.* *Coaching vehicle miles*—(In thousands)			1,044,130	501,967	40,688
2.* *Wagon miles*—(In thousands)					
2·01 Loaded			1,468,693	452,995	24,095
2·02 Total (excluding brake vans)			2,140,677	633,336	35,577
2·03 Percentage loaded of total			68·6	71·5	67·7
3.* Net or freight ton miles (In thousands)		Steam	18,611,512	3,023,256	90,162
		Electric‡	279,114	..	..
4. *Gross ton miles (including weight of engine)*—(In thousands)					
4·01 Passenger and proportion of mixed.	Excluding departmental	Steam	25,971,545	6,874,686	332,546
		Electric‡	667,353	..	..
	Including departmental	Steam	26,105,800	6,961,624	332,956
		Electric‡	667,897	..	..
4·02 Goods and proportion of mixed.	Excluding departmental	Steam	44,124,787	7,485,123	303,973
		Electric‡	682,923	..	..
	Including departmental	Steam	45,584,109	7,868,734	327,992
		Electric‡	692,354	..	..
5.* *Vehicle and Wagon Usage*—					
5·01 Vehicle Miles per vehicle day (in terms of 4-wheelers)			135	109	47
5·02 Wagon miles per wagon day (in terms of 4-wheelers)			41·1	28·9	15·9
5·03 Net miles per wagon day (in terms of 4-wheelers)			367	149	41
5·04 Average wagon load (Total traffic) (in terms of 4-wheelers)			12·9	6·67	3·74
6.* *Average speed of goods trains—Three miles per train engine hour*—					
Through Goods trains [excluding van goods and shunting (pick up) trains]—					
6·01 Main lines		Steam	§	§	..
		Electric‡	19·9	..	..
6·02 Branch lines			§	§	..
6·03 Total		Steam	§	§	..
		Electric‡	19·9	..	..
All Goods trains—					
6·04 Main lines		Steam	11·4	11·2	..
		Electric‡	15·6	..	..
6·05 Branch lines			10·6	10·8	..
6·06 Total		Steam	11·2	11·1	9·24
		Electric‡	15·6	..	..
7.* *Average trains load*—					
Passengers—					
7·01 Number of vehicles		Steam	16	15	..
		Electric‡	19	..	..
Passenger and proportion of mixed—					
7·02 Gross weight (including weight of engine)		Steam	388	214	..
		Electric‡	491	..	..
Goods—					
7·03 Main lines—Loaded wagons		Steam	35	30	..
		Electric‡	43	..	..
7·04 Main lines—Total		Steam	52	43	..
		Electric‡	54	..	..
7·05 Percentage loaded of total		Steam	67·5	71·1	..
		Electric‡	79·9	..	..

* Excluding Departmental.
‡ Excluding Electric Multiple Unit Suburban trains.
§ Figures not available.

Particulars.		5′ 6″ Gauge.	3′ 3⅜″ Gauge.	2′ 6″ and 2′ 0″ Gauges.
Average train load—concld.				
Goods—*contd.*				
7·06 Branch lines—Loaded wagons		25	23	—
7·07 Branch lines—Total		37	32	—
7·08 Percentage loaded of total		65·5	71·5	—
Main and Branch Lines—				
Goods and proportion and mixed—				
7·09 Net or freight weight	Steam	399	169	51
	Electric‡	470	..	—
7·10 Gross weight (*including* weight of engine)	Steam	945	418	171
	Electric‡	1,143	..	—
7·11 Gross weight (*excluding* weight of engine)	Steam	835	360	126
	Electric‡	1,005	..	—
8. *Light Running*—				
Light engine miles per 100 train miles—				
8·01 Passenger and proportion of mixed		1·76	0·84	—
8·02 Goods and proportion of mixed		6·40	2·43	—
Light and assisting not required miles per 100 train miles—				
8·03 Passenger and proportion of mixed		2·19	1·15	—
8·04 Goods and proportion of mixed		7·26	3·46	—
9.* *Shunting*—				
Shunting miles per 100 train miles—				
9·01 Passenger and proportion of mixed		5·06	4·36	—
9·02 Goods and proportion of mixed		33·3	33·9	—
9·03 Wagon miles per shunting engine hour		680	521	—
10. *Efficiency*—				
10·01 Wagon* miles per engine hour (including departmental)		227	180	..
10·02 Net* ton miles per engine hour (including departmental)		2,001	859	—
10·03 Gross ton miles (including weight of engine, but excluding departmental) per engine hour (including departmental).		4,902	2,237	..
11. *Engines and Engine Usage*—				
11·01 Average authorised stock	Steam	5,396	2,267	286
	Electric‡	66	..	—
11·02 Average total number on line	Steam	5,277	2,277	277
	Electric‡	65	..	—
11·03 Average number available for use	Steam	4,276	1,986	217
	Electric‡	57	..	—
11·04 Engine miles per day per engine on line (including departmental).	Steam	77	75	52
	Electric‡	106	..	..
11·05 Net* ton miles per goods locomotive day on line (including departmental).	Steam	15,768	7,089	1,812
	Electric‡	26,766	..	—
11·06 Net* ton miles per goods locomotive day in use	Steam	25,515	11,361	3,387
	Electric‡	37,335	..	..

*Excluding departmental.
‡Excluding Electric Multiple Unit Suburban trains.

Particulars.		5′ 6″ Gauge.	3′ 3½″ Gauge.	2′ 6″ & 2′ 0″ Gauges.
12. *Density (including departmental)*—				
12·01 Passenger miles per running track mile per annum		502,741	409,238	82,980
12·02 Passenger miles per route mile per annum		590,254	411,770	82,980
12·03 Net ton miles per running track mile per annum		772,412	246,862	43,838
12·04 Net ton miles per route mile per annum		906,866	248,389	43,838
12·05 Gross ton miles (including weight of engine) per running track mile per annum.		2,935,332	1,158,635	298,184
12·06 Gross ton miles (including weight of engine) per route mile per annum.		3,446,289	1,165,806	298,184
12·07 Train miles per running track mile per day		13·1	11·1	5·44
13. *Repair of Rolling stock*—				
Engines (*including departmental*)—				
Average number under or awaiting repair (daily)—				
In Mechanical workshops—				
13·01 Number	Steam	296	87	23
	Electric‡	2	*Nil*	*Nil*
13·02 Percentage of item 13·01 to average number on line.	Steam	5·61	3·82	8·30
	Electric‡	3·08	*Nil*	*Nil*
In sheds and transportation workshops				
13·03 Number	Steam	704	200	38
	Electric‡	6	*Nil*	*Nil*
13·04 Percentage of item 13·03 to average total number on line.	Steam	13·3	8·78	13·7
	Electric‡	9·23	*Nil*	*Nil*
Coaching Stock (excluding departmental)—				
Average number under or awaiting repairs (daily)—				
In Mechanical Workshops—				
13·05 Passenger carriages		743	391	48
13·06 Other coaching vehicles		235	63	8
13·07 Percentage of item 13·05 to average total number on line		8·17	6·10	5·56
13·08 Percentage of item 13·06 to average total number on line		7·36	5·86	9·30
In sick lines and transportation Workshops—				
13·09 Passenger carriages		273	54	26
13·10 Other coaching vehicles		91	9	7
13·11 Percentage of item 13·09 to average total number on line		3·00	0·84	3·01
13·12 Percentage of item 13·10 to average total number on line		2·85	0·84	8·14
Goods Stock (excluding departmental)—				
Average number of unserviceable wagons (daily)—				
In Mechanical Workshops—				
13·13 Number		1,512	460	48
13·14 Percentage of item 13·13 to average number on line		1·07	0·83	0·80
In sick lines and transportation Workshops—				
13·15 Number		6,683	1,098	305
13·16 Percentage of item 13·15 to average number on line		4·74	1·98	5·05
Hot boxes—				
13·17 Coaching vehicles—Number. (Monthly)		47	97	..
13·18 Wagons—Number. (Monthly)		1,378	418	3

‡Excluding Electric Multiple Unit Suburban trains.

Particulars.	5′ 6″ Gauge.	3′ 3⅜″ Gauge.	2′ 6″ & 2′ 0″ Gauges.
14. *Coal consumption for locomotive services—*			
Number of tons of fuel consumed (including departmental)—			
14·01 Foreign coal	*Nil*	*Nil*	*Nil*
14·02 Indian coal	5,516,977	1,251,733	137,415
14·03 Wood	4,737	4,138	158
14·04 Oil fuel	51,888	8	23
14·05 Total‡ (in terms of coal)	5,613,214	1,253,402	137,520
14·06* Total net tons of coal consumed—Passenger and Mixed	2,216,179	689,190	88,228
14·07* Total net tons of coal consumed—Goods service	2,583,186	391,563	33,603
14·08* Total net tons of Shunting (including siding)	589,304	101,150	10,614
14·09 Total net tons of Departmental	181,277	48,725	3,826
14·10 Total tons of coal used on steam coaches	1,090	626	620
14·11 Total tons of coal used on Internal Combustion coaches	328	*Nil*	42
14·12 Total tons of coal used on Locomotive on other miscellaneous services.	41,850	22,148	587
14·13 Total tons of coal used on all locomotive Services	5,613,214	1,253,402	137,520
14·14* Lbs. per engine mile (shunting including siding)	69·9	31·1	(*a*)
Lbs. of coal consumed per 1,000 gross ton miles (including weight of engines)—			
14·15* Passenger and proportion of mixed	177·6	192·6	421·9
14·16* Goods and proportion of mixed	136·1	142·4	413·5
15. *Oil consumption—*			
Lubricating oil used on engines (excluding shunting, siding and departmental)—			
15·01 Total pints (Passenger and Mixed)	6,330,874	2,103,433	312,189 (*b*)
15·02 Total pints (Goods trains)	4,531,809	894,009	
15·03 Pints per 100 engine miles (Passenger and Mixed)	8·46	5·58	5·97 (*b*)
15·04 Pints per 100 engine miles (Goods)	9·12	5·90	
Lubricating oil used on coaching, goods and departmental vehicles—			
15·05 Total pints	4,783,799	1,491,538	(*a*)
15·06 Pints per 1,000 vehicle miles	1·42	1·21	(*a*)

* Excluding Departmental.
‡ 2½ tons of wood=1 ton of coal.
0·55 tons of oil fuel=1 ton of coal.
(*a*) Not published.
(*b*) Including departmental.

SECTION B.

FINANCIAL AND STATISTICAL STATEMENTS.

FINANCIAL STATEMENTS.

1.—Statement of Net Revenue Receipts of State-owned Railways for the year 1937-38 and of the per Government after meeting all charges against the

NOTE :—Please see note under heading

Class and name of Railway.	Capital at charge on 31st March 1938.	Net Revenue Receipts	Percentage of net Revenue Receipts on Capital at charge. $\left(\frac{\text{Col. 3} \times 100}{\text{Col. 2}}\right)$
1	2	3	4
Central.			
State Lines worked by the State.			
1. Eastern Bengal	51,48,69	1,15,32	2·24
2. East Indian (including South Bihar)	1,48,18,38	8,25,52	5·57
3. North Western (Commercial) including Delhi (New Capital) Railways Works Scheme.	1,13,26,80	5,50,87	4·86
4. North Western (Military)	33,93,29	—52,34	—1·54
5. Great Indian Peninsula	1,14,75,29	4,28,92	3·74
6. Coal Department	1,83,78	..	..
7. TOTAL	4,63,46,23	18,68,29	4·03
State Lines worked by Companies or Indian States.			
8. Assam-Bengal	24,15,32	18,47	0·76
9. Bengal-Nagpur	77,23,53	2,67,65	3·47
10. Bezwada Extention including D. K. extension (N. S.)	45,61	6,22	13·62
11. Bombay, Baroda and Central India	73,83,87	5,09,16	6·90
12. Jodhpur-Hyderabad (British Section) (Jodhpur)	1,18,41	15,95	13·47
13. Lucknow-Bareilly (R. & K.)	2,57,14	20,09	7·82
14. Madras and Southern Mahratta	53,62,09	2,37,42	4·43
15. South Indian	45,68,62	1,76,00	3·85
16. Tirhoot (B. & N. W.)	10,09,67	84,07	8·33
17. Railway Clearing Accounts	..	—43	..
18. Contribution to Depreciation Reserve Fund (miscellaneous)	..	—8,26	..
19. TOTAL	2,88,84,26	13,26,34	4·59
Miscellaneous items.			
20. Abandoned Projects, etc.	..	..	..
21. Other miscellaneous items	1,36,36	..	..
22. Deduct—Interest during construction	..	..	..
23. TOTAL	1,36,36	..	..
24. ***Total Central***	7,53,66,85	31,94,63	4·24
Provincial.			
25. Assam (Jorhat) (*a*)	13,22	..	..
26. United Provinces (Distillery siding)	1,39	..	..
27. ***Total Provincial***	14,61	..	..
28. ***Grand Total***	7,53,81,46	31,94,63	4·24

(*a*) The property of Jorhat railway vests with the Central Government from 1st April 1937 under the Government of India Act 1935.

centage of those figures on the Capital at Charge, on 31st March 1938 also of the net gain or loss to net Revenue Receipts. (*In thousands of rupees.*)

of statement No. 2 (a).

Charges against net Revenue Receipts.			Net gain or loss to Government, difference between columns (3) and (7).		Percentage of gain or loss on Capital at charge. Col. 8 or 9 × 100 / Column 2	Class and name of Railways.
Payment on account of share of surplus profits and of net Revenue Receipts.	Interest payments.	Total charges.	Gain.	Loss.		
5	6	7	8	9	10	11
						Central.
						State Lines worked by the State.
..	1,92,96	1,92,96	..	77,64	—1·51	1. Eastern Bengal.
..	5,86,87	5,86,87	2,38,65	..	1·61	2. East Indian (including South Bihar).
..	4,43,82	4,43,82	1,07,05	..	·95	3. North Western (Commercial) including Delhi (New Capital) Rlys. Works Scheme.
..	1,32,61	1,32,61	..	1,84,95	—5·45	4. North Western (Military).
..	4,17,32	4,17,32	11,60	..	0·10	5. Great Indian Peninsula.
..	8,05	8,05	..	8,05	—4·38	6. Coal Department
..	17,81,63	17,81,63	86,66	..	0·19	7. Total.
						State Lines worked by Companies or Indian States.
..	93,01	93,01	..	74,54	—3·09	8. Assam-Bengal.
..	3,24,13	3,24,13	..	56,48	—0·73	9. Bengal-Nagpur
..	1,85	1,85	4,37	..	9·57	10. Bezwada Extension including D. K. extension (N. S.).
20,47	2,72,32	2,92,79	2,16,37	..	2·93	11. Bombay, Baroda and Central India.
..	4,93	4,93	11,02	..	9·30	12. Jodhpur-Hyderabad (British Section) (Jodhpur).
1,68	8,71	10,39	9,70	..	3·77	13. Lucknow-Bareilly (R. & K.).
23,96	2,24,82	2,48,78	..	11,36	—0·21	14. Madras and Southern Mahratta.
4,37	1,71,22	1,75,59	41	..	0·01	15. South Indian.
2,07	37,87	39,94	44,13	..	4·37	16. Tirhoot (B. & N. W.).
..	..	..	..	43	..	17. Railway Clearing Accounts.
..	..	..	..	8,26	..	18. Contribution to Depreciation Reserve Fund (miscellaneous.)
52,55	11,38,86	11,91,41	1,34,93	..	0·47	19. Total.
						Miscellaneous items.
..	30	30	..	30	..	20. Abandoned Projects, etc.
..	5,64	5,64	..	5,64	—4·14	21. Other miscellaneous items.
..	15	15	..	15	..	22. Deduct—Interest during construction.
..	5,79	5,79	..	5,79	—4·25	23. Total.
52,55	29,26,28	29,78,83	*2,15,80	..	0·29	24. **Total Central.**
						Provincial.
..	..	..	..	..	..	25. Assam (Jorhat). (*a*)
..	5	5	..	5	—3·60	26. United Provinces (Distillery siding).
..	5	5	..	5	—·34	27. **Total Provincial.**
52,55	29,26,33	29,78,88	2,15,75	..	0·29	28. **Grand Total.**

*The total gain (Central) for the year is :—

	Rs.
Gain as per column 8 above	2,15,80
Add—Miscellaneous Railway Receipts	1,11,50
Government share of surplus profits from subsidized Companies	11,99
Deduct—Miscellaneous Railway expenditure	63,64
Net Gain	2,75,65

2 (a).—*Statement of Capital at Charge of State-owned*

NOTE :—Upto 1931-32 sterling liabilities involved in the purchase of Railways were converted into rupee at the statutory rates of came into being. From 1935-36 they have again been converted

RAILWAYS.	LIABILITIES INCURRED IN THE PURCHASE OF RAILWAYS. (STERLING CONVERTED INTO RUPEES@ 1s. 6d. TO THE RUPEE.)		CAPITAL OUTLAY DURING THE FINANCIAL YEAR FROM FUNDS PROVIDED BY THE STATE.				
	During the year.	To end of the year.	Works.	Rolling Stock.	General Charges.	Stores, etc., not finally charged off in the Accounts.	Total
1	2	3	4	5	6	7	8
Central.							
I.—STATE LINES WORKED BY THE STATE. (i) OPEN LINES.							
Eastern Bengal	..	5,28,82	—13,69	15,13	—48	2,55	3,51
East Indian (including South Bihar)	..	49,58,45	4,28	—21,52	—71	12,28	—5,67
Great Indian Peninsula (including Bhopal State).	..	49,09,94	—15,95	—5,79	..	—5,47	—27,21
North Western (Commercial) including Delhi (New Capital) Railway Works Scheme.	..	12,59,60	5 94	—9,14	33	24,92	22,05
North Western (Military)	..	..	16,23	—2,10	57	*—2,47	12,23
Coal Department	..	..	—3,12	..	..	—1,97	—5,09
Total I (i)	..	1,16,56,81	—6,31	—23,42	—29	29,84	—18
(ii) NEW CONSTRUCTIONS.							
Eastern Bengal	..	..	—2,82	..	..	—1	—2,83
East Indian	..	..	21	..	—1	—43	—23
Great Indian Peninsula	..	..	—1,42	..	—2,04	..	—3,46
North Western (Commercial)	..	..	7	..	—2	..	5
North Western (Military)	..	..	1,39	..	..	..	1,39
Total I (ii)	..	..	—2,57	..	—2,07	—44	—5,08
II.—STATE LINES WORKED BY COMPANIES OR BY INDIAN STATES. (i) OPEN LINES.							
†{Assam-Bengal—I	..	..	19	..	..	..	19
†{Assam-Bengal—II	..	..	21,66	4,73	78	1,04	28,21
Bengal-Nagpur	..	..	20,54	2,36	11	—11,75	11,26
Bezwada Extension (N. S.)	..	..	..	..	..	..	..
Bombay, Baroda and Central India	..	19,40,92	10,14	—1	12	—3,97	6,28
Total Companies' Lines (Open lines) Carried over	..	19,40,92	52,53	7,08	1,01	—14,68	45,94

* Includes (1) Campbellpur Reserve —1,20 and (2) Frontier Railway Reserve —2,34.

† For purposes of accounting, the capital is shown in two parts in terms of the contract, with the Secretary of State dated the 26th April, 1892.

Railways on the 31st March 1938.

exchange, but in the years 1932-33 to 1934-35 they were converted at the rates of exchange prevailing in the years when the liabilities at the statutory rate of 1*s.* 6*d.* to the rupee.

(In thousands of rupees.)

Capital outlay to end of Financial year including in the case of purchased Railways expenditure incurred since purchase.					Capital at charge at the end of the Financial year. (Columns 3+13).	Railways.
Works.	Rolling Stock.	General Charges.	Stores, etc., not finally charged off in the Accounts.	Total.		
9	10	11	12	13	14	15
						Central.
						I.—State Lines worked by the State. (*i*) Open Lines.
29,62,92	11,86,60	1,89,27	62,12	44,00,91	49,29,73	Eastern Bengal.
55,53,48	35,25,13	2,56,78	1,56,49	94,91,88	1,44,50,33	East Indian (including South Bihar).
48,25,04	14,62,36	1,76,54	96,56	65,60,50	1,14,70,44	Great Indian Peninsula (including Bhopal State).
71,39,22	23,09,31	3,83,76	2 08,60	1,00,40,89	1,13,00,49	North Western (Commercial) including Delhi (New Capital). Railway Works Scheme.
26,67,00	4,81,20	1,79,14	(*c*) 64,56	33,91,90	33,91,90	North Western (Military).
1,80,14	..	..	3,64	1,83,78	1,83,78	Coal Department.
2,33,27,80	89,64,60	11,85,49	5,91,97	3,40,69,86	4,57,26,67	Total I (*i*).
						(*ii*) New Constructions.
1,99,28	..	19,68	..	2,18,96	2,18,96	Eastern Bengal.
3,32,56	..	35,49	..	3,68,05	3,68,05	East Indian.
3,99	..	86	..	4,85	4,85	Great Indian Peninsula.
20,50	..	5,81	..	26,31	26,31	North-Western (Commercial).
1,39	..	..	..	1,39	1,39	North Western (Military).
5,57,72	..	61,84	..	6,19,56	6,19,56	Total I (*ii*).
						II.—State Lines worked by Companies or by Indian States. (*i*) Open Lines.
97,91	..	..	..	97,91	97,91	Assam Bengal—I. †
16,44,62	4,82,99	1,70,17	19,63	23,17,41	23,17,41	Assam Bengal—II. †
46,58,74	26,14,20	3,45,10	1,03,45	77,21,49	77,21,49	Bengal Nagpur.
16,89	..	1,17	..	18,06	18,06	Bezwada Extension (N. S.).
37,52,65	14,20,17	1,89,88	80,25	54,42,95	73,83,87	Bombay, Baroda and Central India.
1,01,70,81	45,17,36	7,06,32	2,03,33	1,55,97,82	1,75,38,74	Total Companies' Lines (Open Lines). Carried over.

Note.—The detailed distribution has been revised to agree with that shown in the monthly accounts of the various Railways
(*c*) Includes (1) Campbellpur Reserve 12,44 and (2) Frontier Railway Reserve 38,97.

2 (a).—*Statement of Capital at Charge of State-owned Railways*

NOTE :—Up to 1931-32 sterling liabilities involved in the purchase of Railways were converted into rupee at the statutory rates of exchange which came into being. From 1935-36 they have again been converted

(*In thousands of rupees.*)

Railways.	Liabilities incurred in the purchase of Railways (Sterling converted into rupees @ 1s. 6d. to the rupee.)		Capital outlay during the financial year from funds provided by the State.				
	During the year.	To end of the year.	Works.	Rolling Stock.	General Charges.	Stores, etc., not finally charged off in the Accounts.	Total.
1	2	3	4	5	6	7	8
Total Companies' Lines (Open Lines)—Brought forward	..	19,40,92	52,53	7,08	1,01	—14,68	45,94
Jodhpur	..	..	1,86	..	..	87	2,73
Lucknow-Bareilly (R. & K.)	..	..	1,03	1,87	..	—20	2,70
Madras and Southern Mahratta (excluding Mysore State).	..	17,47,74	*29,79	2,46	—8	13,41	45,58
Dhone-Kurnool (N. S.)	..	..	4	..	..	..	4
South Indian	..	7,63,49	8,69	6,09	39	4,15	19,32
Tirhoot (B. & N. W.) including Mashrak-Thawe Extension.	..	..	6,31	21	8	1,98	8,58
TOTAL II (*i*)	..	44,52,15	1,00,25	17,71	1,40	5,53	1,24,89
II (*ii*)—*New Constructions.*							
Bengal Nagpur	..	..	1	..	..	..	1
Jodhpur	..	..	1	..	..	..	1
Madras and Southern Mahratta	..	..	..	..	..	..	..
South Indian	..	..	13	..	..	..	13
TOTAL II (*ii*)	..	..	15	..	..	..	15
III.—Miscellaneous Items.							
Abandoned Porjects, etc.	..	..	—32,26	..	..	..	—32,26
Controller of Railway Accounts—Account Current.	..	..	..	..	—35,69	..	—35,69
TOTAL III	..	..	—32,26	..	—35,69	..	—67,95
TOTAL Central I (*i*)—III	..	1,61,08,96	59,26	—5,71	—36,65	34,93	51,83
IV.—Provincial.							
Assam (Jorhat) (*a*)	..	..	..	..	..	..	..
United Provinces (Distillery Siding)	..	..	..	..	..	..	..
TOTAL IV—Provincial	..	..	..	..	..	..	..
GRAND TOTAL I (*i*)—IV	..	1,61,08,96	59,26	—5,71	—36,65	34,93	51,83

* Includes 30,47 on account of purchase of B. M. Rly.

(*a*) Please see note (*a*) on page 22.

on the 31st March 1938—concld.

exchange, but in the years 1932-33 to 1934-35 they were converted at the rates of exchange prevailing in the years when the liabilities at the statutory rate of 1*s.* 6*d.* to the rupee.

(*In thousands of rupees.*)

Capital outlay to end of financial year including in the case of purchased railways expenditure incurred since purchase.					Capital at charge at the end of the Financial year. (Columns 3+13).	Railways.
Works.	Rolling Stock.	General Charges.	Stores, etc., not finally charged off in the Accounts.	Total.		
9	10	11	12	13	14	15
1,01,70,81	45,17,36	7,06,32	2,03,33	1,55,97,82	1,75,38,74	Total Companies' Lines (Open Lines)—Brought forward.
90,45	..	3,08	2,23	95,76	95,76	Jodhpur.
1,67,85	75,80	8,87	4,62	2,57,14	2,57,14	Lucknow-Bareilly (R. & K.).
21,98,12	9,91,83	1,52,57	66,48	34,09,00	51,56,74	Madras and Southern Mahratta (excluding Mysore State).
25,23	..	2,32	..	27,55	27,55	Dhone-Kurnool (N. S.).
19,03,41	8,92,80	1,51,35	55,53	30,03,09	37,66,58	South Indian.
6,71,39	2,46,49	51,29	40,50	10,09,67	10,09,67	Tirhoot (B. & N. W.). including (Mashrak-Thawe Extension.).
1,52,27,26	67,24,28	10,75,80	3,72,69	2,34,00,03	2,78,52,18	TOTAL II (*i*).
						II (*ii*)—*New Constructions.*
1,65	..	39	..	2,04	2,04	Bengal Nagpur.
21,87	..	78	..	22,65	22,65	Jodhpur.
1,88,49	..	16,86	..	2,05,35	2,05,35	Madras and Southern Mahratta.
7,39,78	..	62,26	..	8,02,04	8,02,04	South Indian.
9,51,79	..	80,29	..	10,32,08	10,32,08	TOTAL II (*ii*).
						III.—Miscellaneous Items.
..	..	..	..	..	..	Abandoned Projects, etc.
..	..	1,36,36	..	1,36,36	1,36,36	Controller of Railway Accounts—Account Current.
..	..	1,36,36	..	1,36,36	1,36,36	TOTAL III.
4,00,64,57	1,56,88,88	25,39,78	9,64,66	5,92,57,89	7,53,66,85	Total Central I (*i*)—III.
						IV.—Provincial.
7,43	4,70	41	68	13,22	13,22	Assam (Jorhat). (*a*)
1,39	..	..	..	1,39	1,39	United Provinces (Distillery Siding).
8,82	4,70	41	68	14,61	14,61	TOTAL IV.—Provincial.
4,00,73,39	1,56,93,58	25,40,19	9,65,34	5,92,72,50	7,53,81,46	GRAND TOTAL I (*i*)—IV.

NOTE.—The detailed distribution has been revised to agree with that shown in the monthly accounts of the various Railways.

2 (b).—*Statement of Capital Outlay to the end of the*

Railway.	Gauge.	Capital outlay during the year.				
		Works.	Rolling Stock.	General charges (including ferries).	Stores, etc., not finally charged off in the Accounts.	Total.
1	2	3	4	5	6	7
		Rs.	Rs.	Rs.	Rs.	Rs.
1. BRANCH LINE COMPANIES						
(A) Worked by the Branch						
Open Lines.						
Ahmadpur-Katwa	2′ 6″	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Bankura-Damodar River	,,	*Nil*	*Nil*	*Nil*	2	2
Burdwan-Katwa	,,	*Nil*	*Nil*	*Nil*	12	12
Futwah-Islampur	,,	2	*Nil*	*Nil*	*Nil*	2
Kalighat-Falta	,,	*Nil*	*Nil*	*Nil*	19	19
Total 1-(A)	..	2	*Nil*	*Nil*	33	35
(B) Worked by the						
Open Lines.						
Hardwar-Dehra (E. I.)	5′ 6″	15	*Nil*	*Nil*	*Nil*	15
Chaparmukh-Silghat (A. B.)	3′ 3¾″	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Katakhal Lalabazar (A. B.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Dasghara-Jamalpurganj (Bengal Provincial)	2′ 6″	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Total 1-(B)	..	15	*Nil*	*Nil*	*Nil*	15
2. BRANCH LINE COMPANIES' RAILWAYS UNDER REBATE						
Open Lines.						
Hoshiarpur Doab (N. W.)—						
Jullundur-Mukerian (N. W.)	5′ 6″	17	*Nil*	*Nil*	*Nil*	17
Phagwara-Rahon (N. W.)	,,	3	*Nil*	*Nil*	*Nil*	3
Mandra-Bhaun (N. W.)	,,	18	*Nil*	*Nil*	*Nil*	18
Sara-Sirajganj (E. B.)	,,	31	*Nil*	*Nil*	*Nil*	31
Sialkot-Narowal (N. W.)	,,	6	*Nil*	*Nil*	*Nil*	6
Tapti Valley (B. B. & C. I.)	,,	9	*Nil*	1	*Nil*	10
Ahmedabad-Parantij (B. B. & C. I.)	3′ 3¾″	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Champaner-Shivrajpur-Pani Light (B. B. & C. I.)	2′ 6″	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Dhond-Baramati (G. I. P.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Ellichpur-Yeotmal (including Pulgaon-Arvi railway) (G. I. P.).	,,	2	*Nil*	*Nil*	*Nil*	2
Godhra-Lunavada (B. B. & C. I.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Jacobabad-Kashmor (N. W.)	,,	2	*Nil*	*Nil*	*Nil*	2
Khulna Bagerhat (E. B.)	,,	6	1	*Nil*	*Nil*	7
Larkana-Jacobabad (N. W.)	,,	4	*Nil*	*Nil*	*Nil*	4
Mayurbhanj (B. N.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Nadiad Kapadvanj (B. B. & C. I.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Pachora-Jamner (G. I. P.)	,,	1	*Nil*	*Nil*	*Nil*	1
Darjeeling-Himalayan Extensions	2′ 0″	14	*Nil*	*Nil*	*Nil*	14
Total (2)	..	1,13	/1	1	*Nil*	1,15

year 1937-38 of ***other than State-owned Railways.*** *(In thousands of rupees.)*

Total capital outlay to the end of the year.					Railway.
Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the Accounts.	Total.	
8	9	10	11	12	13
Rs.	Rs.	Rs.	Rs.	Rs.	
RAILWAYS UNDER GUARANTEE TERMS.					
					Open Lines.
Hne Company.					
16,27	2,38	2,06	1	20,72	Ahmadpur-Katwa.
30,19	5,61	3,90	51	40,21	Bankura-Damodar River.
14,59	3,67	1,71	57	20,54	Burdwan-Katwa.
16,89	2,70	*Nil*	3	19,62	Futwah-Islampur.
15,08	7,05	1,64	60	24,37	Kalighat-Falta.
93,02	21,41	9,31	1,72	1,25,46	Total 1-(A).
					Open Lines.
Main Line.					
31,44	*Nil*	4,59	*Nil*	36,03	Hardwar-Dehra (E. I.).
33,30	*Nil*	1,72	*Nil*	35,02	Chaparmukh-Silghat (A. B.).
15,80	*Nil*	1,39	*Nil*	17,19*	Katakhal-Lalabazar (A. B.).
2,01	1,17	19	*Nil*	3,37	Dasghara-Jamalpurganj (Bengal Provincial).
82,55	1,17	7,89	*Nil*	91,61	Total 1-(B).
TERMS WORKED BY THE MAIN LINE.					Open Lines.
					Hoshiarpur-Doab (N. W.)—
33,56	*Nil*	3,12	*Nil*	36,68	Jullundur-Mukerian (N .W.).
26,41	*Nil*	2,52	*Nil*	28,93	Phagwara-Rahon (N. W.).
24,64	*Nil*	3,13	*Nil*	27,77	Mandra-Bhaun (N. W.).
91,37	*Nil*	6,94	*Nil*	98,31	Sara-Sirajganj (E. B.).
29,18	*Nil*	2,55	*Nil*	31,73	Sialkot-Narowal (N. W.).
1,26,24	*Nil*	11,00	*Nil*	1,37,24	Tapti Valley (B. B. & C. I.).
33,99	3	4,04	*Nil*	38,06	Ahmedabad-Parantij (B. B. & C. I.).
11,28	6,35	3,43	*Nil*	21,06	Champaner-Shivrajpur-Pani Light (B. B. & C. I.).
8,41	2,34	1,85	*Nil*	12,60	Dhond-Baramati (G. I. P.).
59,78	18,87	15,09	*Nil*	93,74	Ellichpur-Yeotmal (including Pulgaon Arvi railway) (G. I. P.).
8,95	1,83	3,42	*Nil*	14,20	Godhra-Lunavada (B. B. & C. I.).
17,60	5,31	1,67	*Nil*	24,58	Jacobabad-Kashmor (N. W.).
6,72	1,49	81	*Nil*	9,02	Khulna-Bagerhat (E. B.).
20,44	6,75	3,54	*Nil*	30,73	Larkana-Jacobabad (N. W.).
24,12	62	*Nil*	*Nil*	24,74	Mayurbhanj (B. N.).
8,85	4,73	2,72	*Nil*	16,30	Nadiad Kapadvanj (B. B. & C. I.).
12,04	2,02	3,77	*Nil*	17,83	Pachora-Jamner (G. I. P.).
41,93	6,67	9,63	*Nil*	58,23	Darjeeling-Himalayan Extensions.
5,85,51	57,01	79,23	*Nil*	7,21,75	Total (2).

* Includes Rs. 1,20,414 direct outlay by the Managing Agents.

2 (b).—*Statement of Capital Outlay to the end of the*

Railway.	Gauge.	Capital outlay during the year.				
		Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the Accounts.	Total.
1	2	3	4	5	6	7
		Rs.	Rs.	Rs.	Rs.	Rs.
Open Lines.						
3. BRANCH LINE COMPANIES' RAILWAYS UNDER						
Jamnagar-Dwarka	3′ 3⅜″	—1	—8	*Nil*	*Nil*	—9
Mymensingh-Bhairab Bazar (A. B.)	,,	33	*Nil*	*Nil*	*Nil*	33
Total (3)	..	32	—8	*Nil*	*Nil*	24
4. COMPANIES' LINES SUBSIDIZED BY THE						
Open Lines.						
Bengal and North-Western*	3′ 3⅜″	6,14	11,69	*Nil*	—3,90	13,93
Bengal Dooars Extensions*	,,	40	10	*Nil*	—16	34
Mirpur Khas-Khadro† (Jodhpur)	,,	12	*Nil*	*Nil*	*Nil*	12
Rohilkund and Kumaon	,,	61	77	*Nil*	—3	1,35
Barsi Light†	2′ 6″	*Nil*	—66	2	—9	—73
Matheran Light‡	2′ 0″	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Total (4)	..	7,27	11,90	2	—4,18	15,01
Open Lines.					**5. COMPANIES LINES SUBSIDIZED**	
Dibru-Sadiya	3′ 3⅜″	19	—1,67	*Nil*	*Nil*	—1,48
Shahdara (Delhi) Saharanpur Light*§	2′ 6″	7	3	*Nil*	1,54	1,64
Darjeeling-Himalayan	2′ 0″	*Nil*	*Nil*	*Nil*	31	31
Total (5)	..	26	—1,64	*Nil*	1,85	47
Open Lines.					**6. UNASSISTED**	
Ledo and Tikak-Margherita Colliery (Dibru-Sadiya).	3′ 3⅜″	23	*Nil*	*Nil*	*Nil*	23
Bengal Provincial	2′ 6″	*Nil*	*Nil*	*Nil*	—3	—3
Parlakimedi Light (B. N.)	,,	—5	*Nil*	*Nil*	*Nil*	—5
Jagadhri Light	2′ 0″	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Kulasekarapatnam Light	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Trivellore Light	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Total (6)	..	18	*Nil*	*Nil*	—3	15

* Receives land only from Government.

† Receives land only from Government and Indian States.

‡ Receives land and rebate from Government.

§ This line has been transferred to head 5 from "4 Companies' lines subsidized by the Government of India".

year 1937-38 of other than State-owned Railways—contd. (*In thousands of rupees.*)

Total capital outlay to the end of the year.					Railway.
Works	Rolling Stock.	General charges (including ferries).	Stores, etc., not finally charged off in the Accounts.	Total.	
8	9	10	11	12	13
Rs.	Rs.	Rs	Rs.	Rs.	
					OPEN LINES.
GUARANTEE AND REBATE TERMS.					
60,78	2,88	2,56	2,00	68,22	Jamnagar-Dwarka.
1,17,45	*Nil*	7,00	*Nil*	1,24,45	Mymensingh-Bhairab Bazar (A. B.).
1,78,23	2,88	9,56	2,00	1,92,67	TOTAL (3).
GOVERNMENT OF INDIA.					
					OPEN LINES.
8,38,85(*b*)	2,84,93	91,32	5,99	12,21,09	Bengal and North-Western.*
94,12	16,34	8,61	2,87	1,21,94	Bengal Dooars Extensions.*
9,13	*Nil*	58	*Nil*	9,71	Mirpur Khas-Khadro† (Jodhpur).
1,35,40	59,50	12,94	*Nil*	2,07,84	Rohilkund and Kumaon.
1,27,58	48,00	8,02	1,58	1,85,18	Barsi Light.†
11,95	42	7	*Nil*	12,44(*a*)	Matheran Light.‡
12,17,03	4,09,19	1,21,54	10,44	17,58,20	TOTAL (4).
BY LOCAL GOVERNMENTS.					OPEN LINES.
74,79	57,36	18,18	*Nil*	‖1,50,33	Dibru-Sadiya.
35,81	14,17	*Nil*	2,79	52,77	Shahdara (Delhi)-Saharanpur Light.*§
32,58	12,50	2,80	2,50	50,38	Darjeeling-Himalayan.
1,43,18	84,03	20,98	5,29	2,53,48	TOTAL (5).
COMPANIES' LINES.					OPEN LINES.
18,82	*Nil*	*Nil*	*Nil*	18,82	Ledo and Tikak-Margherita Colliery (Dibru-Sadiya).
8,80	2,76	1	14	11,71	Bengal Provincial.
18,35	5,30	2,16	*Nil*	25,81	Parlakimedi Light (B. N.).
62	39	12	*Nil*	1,13	Jagadhri Light.
3,38	1,50	3	*Nil*	4,91	Kulasekarapatnam Light.
39	70	9	*Nil*	1,18	Trivellore Light.
50,36	10,65	2,41	14	63,56	TOTAL (6).

(*a*) Includes 11,95 being the capital outlay to the end of 1927-28, the details of which are not available.

(*b*) Includes 4 on account of survey.

‖ Excludes Rs. 1,50,000 (£ 10,000) representing the estimated cost of stores, etc., for the purpose of arriving at the amount of Government subsidy due to Dibru Sadiya Railway in the years when a sudsidy was payable.

2 (b).—*Statement of Capital Outlay to the end of the year*

Railway.	Gauge.	Capital outlay during the year.				
		Works.	Rolling Stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.
1	2	3	4	5	6	7
		Rs.	Rs.	Rs.	Rs.	Rs.
7. DISTRICT						
Open Lines.						
Tenali-Repalle (M. & S. M.)	5′ 6″	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Bezwada-Masulipatam† (M. & S. M.)	3′ 3⅜″	23	*Nil*	*Nil*	*Nil*	23
Podanur-Pollachi (S. I.)	,,	*Nil*	—2	*Nil*	*Nil*	—2
Tinnevelly-Tiruchendur (S. I.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Total (7)	..	23	—2	*Nil*	*Nil*	21
8. COMPANIES' LINES SUBSIDIZED						
Open Lines.						
Bengal Dooars	3′ 3⅜″	31	*Nil*	2	*Nil*	33
Arrah-Sasaram Light	2′ 6″	*Nil*	8	*Nil*	—2	6
Baraset-Basirhat Light	,,	4	—3	*Nil*	—5	—4
Bukhtiarpur-Bihar Light	,,	1	14	*Nil*	—3	12
Dehri-Rohtas Light *	,,	*Nil*	*Nil*	*Nil*	17	17
Howrah-Amta Light	2′ 0″	*Nil*	*Nil*	*Nil*	—11	—11
Howrah Sheakhala Light	,,	1	*Nil*	*Nil*	—9	—8
Tezpur-Balipara Light §	2′ 6″	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Total (8)	..	37	19	2	—13	45

* This line has been transferred from "4· Companies lines subsidized by the Government of India."

§ This line has been shown under "8· Companies' lines subsidized by District Board" instead of "6. Unassisted Companies' lines."

† Purchased by the Government of India on 4th February 1938.

1937-38 of other than State-owned Railways—contd. (*In thousands of rupees.*)

Total capital outlay to the end of the year.					Railway.
Works.	Rolling Stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.	
8	9	10	11	12	13
Rs.	Rs.	Rs.	Rs.	Rs.	
BOARD LINES.					Open Lines.
14,84	*Nil*	1,14	*Nil*	15,98	Tenali-Repalle (M. & S. M.).
23,78	*Nil*	1,61	*Nil*	25,39	Bezwada-Masulipatam† (M. & S. M.).
8,87	4,91	1,26	*Nil*	15,04	Podanur-Pollachi (S. I.).
24,61	*Nil*	2,50	*Nil*	27,11	Tinnevelly-Tiruchendur (S. I.).
72,10	4,91	6,51	*Nil*	83,52	Total (7).
BY DISTRICT BOARDS.					Open Lines.
34,77	7,35	2,61	*Nil*	44,73	Bengal Dooars.
18,75	6,73	*Nil*	10	25,58	Arrah-Sasaram Light.
19,43	6,77	*Nil*	13	26,33	Baraset-Basirhat Light.
10,61	4,83	*Nil*	9	15,53	Bukhtiarpur-Bihar Light.
7,67	3,25	42	69	12,63	Dehri-Rohtas Light. *
18,23	12,16	*Nil*	1,25	31,64	Howrah-Amta Light.
5,00	3,55	*Nil*	*Nil*	8,55	Howrah Sheakhala Light.
3,20	1,60	7	*Nil*	4,87	Tezpur-Balipara Light. §
1,17,76	46,84	3,10	2,26	1,69,86	Total (8).

2. (b)—*Statement of Capital Outlay to the end of the year*

Railway.	Gauge.	Capital outlay during the year.				
		Works.	Rolling Stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.
1	2	3	4	5	6	7
		Rs.	Rs.	Rs.	Rs.	Rs.
9. INDIAN STATE LINES WORKED						
(a) Open Lines.						
Nizam's State†	5′ 6″	9,17	—1,15	16	—2,24	5,94
Bhavnagar State	3′ 3¼″	55	2,72	*Nil*	2,64	5,91
Bikaner State	,,	1,44	*Nil*	*Nil*	2,94	4,38
Gaekwar's Baroda State (Mehsana)	,,	1,69	78	*Nil*	*Nil*	2,47
Gondal	,,	—7,44	*Nil*	1	76	—6,67
Jaipur State	,,	1,39	2,97	*Nil*	22	4,58
Jetalsar-Rajkot (Gondal)	,,	9	*Nil*	*Nil*	27	36
Jodhpur	,,	53,20	2,67	1,76	97	58,60
Junagad State	,,	3,17	69	14	30	4,30
Morvi	,,	89	71	*Nil*	—20	1,40
Mysore (including Birur-Shimoga, Chickjajur-Chitaldrug, Mysore-Bangalore, Mysore-Arsikere Nanjangud-Chamarajanagar, Shimoga-Arsalu Sections, Arsalu-Anandapuram, Bangalore-Harihar and Yesvanthpur-Hindupur).	,,	7,51	53	5	—90	7,19
Porbandar State (Gondal)	,,	54	1,01	*Nil*	80	2,45
Udaipur-Chitorgarh	,,	1,21	87	40	42	2,00
Bodeli-Chhota Udaipur (Gaekwar's Baroda State)	2′ 6″	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Cutch State	,,	9	2	1	2	14
Dholpur State*	,,	3	1	*Nil*	*Nil*	4
Gaekwar's Baroda State	,,	1,13	—1,40	*Nil*	—13	—40
Kolar District (Mysore)	,,	3	1	*Nil*	*Nil*	4
Gwalior Light	2′ 0″	13	*Nil*	*Nil*	*Nil*	13
Tarikere-Narasimharajapura Light (Mysore)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Total (a)	..	74,82	10,44	2,53	5,97	93,76
(b) Lines under construction.						
Tahsil Bhadra to Sadulpur (Bikaner State).	3′ 3¼″	10,78	88	33	*Nil*	11,99
Anandapuram to Sagra (Mysore)	,,	3,26	*Nil*	30	*Nil*	3,56
Jalore-Bhinmal, Phalodi-Pokran (Jodhpur)	,,	—51,79	*Nil*	—1,76	*Nil*	—53,55
Kunkavav-Derdi section (Gondal)	,,	81	*Nil*	*Nil*	*Nil*	81
Prachi Road to Kodinar (Gaekwar's Baroda State)	,,	85	*Nil*	5	*Nil*	90
Dholpur to Rajakhera (Dholpur State)	2′ 6″	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Total (b)	..	—36,09	88	—1,08	*Nil*	—36,29
Total (9) [=a+b]	..	38,73	11,32	1,45	5,97	57,47

* The figures against this line do not include the expenditure by the Imperial Delhi Committee prior to the opening of the Mohari-Barauli Section.

† Includes figures for Metre Gauge.

1937-38 of other than State-owned Railways—contd. (*In thousands of rupees.*)

Total capital outlay to the end of the year.					Railway.
Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.	
8	9	10	11	12	13
Rs.	Rs.	Rs.	Rs.	Rs.	
BY INDIAN STATES.					
					(*a*) Open Lines.
10,48,92	2,82,53	92,30	22,63	§ 14,46,38	Nizam's State.†
1,61,26	76,83	7,51	7,80	2,53,40	Bhavnagar State.
2,65,12	90,59	5,64	8,03	3,69,38	Bikaner State.
1,42,95	25,96	11,00	*Nil*	1,79,91	Gaekwar's Baroda State (Mehsana).
68,31	35,34	2,52	1,89	1,08,06	Gondal.
74,91	14,00	3,39	51	92,81	Jaipur State.
28,20	*Nil*	90	27	29,37	Jetalsar-Rajkot (Gondal).
2,86,42	1,78,65	3,59	9,58	4,78,24	Jodhpur.
1,19,68	33,38	4,79	6,41	1,64,26	Junagad State.
70,04	37,43	2,23	3,20	1,12,90	Morvi.
3,87,81	1,38,92	27,31	6,40	5,60,44	Mysore (including Birur-Shimoga Chickjajur-Chitaldrug, Mysore-Bangalore, Mysore-Arsikere Nanjangud-Chamarajanagar, Shimoga-Arsalu Sections and Arsalu—Anandapuram) Bangalore-Harihar and Yesvanthpur-Hindupur).
15,21	9,05	46	90	25,62	Porbandar State (Gondal).
1,00,52	21,94	5,32	75	1,28,53	Udaipur-Chitorgarh.
9,37	*Nil*	1,19	*Nil*	10,56	Bodeli-Chhota Udaipur (Gaekwar's Baroda State).
16,11	3,58	2,09	2,03	23,81	Cutch State.
11,63	4,42	51	*Nil*	16,56	Dholpur State.*
2,24,82	54,46	20,92	6,15	3,06,35	Gaekwar's Baroda State.
14,51	11,58	1,50	*Nil*	27,59	Kolar District (Mysore).
1,01,81	15,22	6,10	*Nil*	1,23,13	Gwalior Light.
5,92	3,15	76	*Nil*	‡9,83	Tarikere-Narasimharajapura Light (Mysore).
31,53,52	10,37,03	2,00,03	76,55	44,67,13	Total (*a*).
					(*b*) Lines under construction.
11,49	88	33	*Nil*	12,70	Tahsil Bhadra to Sadulpur (Bikaner State).
7,92	*Nil*	81	*Nil*	8,73	Anandapuram to Sagra (Mysore).
57	*Nil*	*Nil*	*Nil*	57	Jalore-Bhinmal, Phalodi-Pokran (Jodhpur).
93	*Nil*	*Nil*	*Nil*	93	Kunkavav-Derdi section (Gondal).
4,22	*Nil*	14	*Nil*	4,36	Prachi Road to Kodinar (Gaekwar's Baroda State).
87	*Nil*	7	*Nil*	94	Dholpur to Rajakhera (Dholpur State).
26,00	88	1,35	*Nil*	28,23	Total (*b*).
31,79,52	10,37,91	2,01,38	76,55	44,95,36	Total (*y*) [=*a* + *b*].

§ Includes a credit of Rs. 1,86,12,000 being an adjustment necessitated by the purchase, on 1st April 1930, of the lines formerly owned by H. E. H. the N. G. S. Railways Company, Limited, by H. E. H. the Nizam's Government.

‡ Excludes the outlay on Tadasa Hebbe Tramway.

2. (b)—*Statement of Capital Outlay to the end of the year*

Railway.	Gauge.	Capital outlay during the year.				
		Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.
1	2	3	4	5	6	7
		Rs.	Rs.	Rs.	Rs.	Rs.
Opens Lines.						10. INDIAN STATE LINES
Bahawalnagar Fort Abbas Kut-Al-Imara (N. W.)	5′ 6″	—3	*Nil*	*Nil*	*Nil*	—3
Bhopal Itarsi* (G. I. P.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Bhopal Ujjain (G. I. P.)	,,	3	*Nil*	*Nil*	*Nil*	3
Bina-Goona-Baran (G. I. P.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Jammu and Kashmir (Indian State section) (N. W.)	,,	4	*Nil*	*Nil*	*Nil*	4
Jind-Panipat (Indian State section) (N. W.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Khanpur-Chachran (N. W.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Kolar Gold Fields (M. & S. M.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Ludhiana-Dhuri-Jakhal (N. W.)	,,	7	*Nil*	*Nil*	*Nil*	7
Nagda-Ujjain (B. B. & C. I.)	,,	—5	*Nil*	*Nil*	*Nil*	—5
Petlad-Cambay (Anand-Tarapur section) B. B. & C. I.).	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Petlad-Cambay (Tarapur-Cambay section) B. B. & C. I.	,,	8	*Nil*	1	*Nil*	9
Rajpura-Bhatinda (N. W.)	,,	67	*Nil*	4	*Nil*	71
Shoranur-Cochin (including Idappatti Erna-Kulam Extension (S. I.)	,,	3,02	*Nil*	88	—2	3,88
Sirhind Rupar (N. W.)‡	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Cooch Behar State (E. B.)	3′ 3⅜″	3	*Nil*	*Nil*	*Nil*	3
Dhrangadra (B. B. & C. I.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Jamnagar (Jamnagar Dwarka)	,,	15	3	*Nil*	*Nil*	18
Kolhapur State (M. & S. M.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Okhamandal (Jamnagar Dwarka)	,,	—33	28	*Nil*	*Nil*	—5
Palanpur State (B. B. & C. I.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Quilon-Trivandrum Extension (Travancore Ry.) (S. I.)	,,	—6,17	2	—70	21	—6,64
Sangli State (M. & S. M.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Piplod Devgad Baria (B. B. & C. I.)	2′ 6″	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Rajpipla State (B. B. & C. I.)†	,,	2	2	*Nil*	*Nil*	4
Total (10)	..	—2,47	35	23	19	— 1,70

* A part of this line is owned by the Bhopal Durbar and the expenditure shown against it in this statement represents outlay contributed by that Durbar.

† Includes the Jhagadia Netrang Ry. The Durbar has not yet intimated the capital outlay on the Jhagadia Netrang Ry.

‡ Includes expenditure incurred by the Patiala Durbar.

1937-38 of other than State-owned Railways –contd. (*In thousands of rupees*).

Total capital outlay to the end of the year.					Railway.
Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.	
8	9	10	11	12	13
Rs.	Rs.	Rs.	Rs.	Rs.	
WORKED BY THE MAIN LINE.					Open Lines.
81,26	*Nil*	12,30	*Nil*	93,56	Bahawalnagar Fort Abbas Kut-Al-Imara (N. W.)
50,00	*Nil*	*Nil*	*Nil*	50,00	Bhopal Itarsi* (G. I. P.).
75,13	*Nil*	6,96	*Nil*	82,09	Bhopal Ujjain (G. I. P.).
93,73	18	8,24	*Nil*	1,02,15	Bina-Goona-Baran (G. I. P.).
11,12	*Nil*	60	*Nil*	11,72	Jammu and Kashmir (Indian State section). (N. W.).
15,83	*Nil*	1,73	*Nil*	17,56	Jind-Panipat (Indian State section) (N. W.).
13,48	*Nil*	88	*Nil*	14,36	Khanpur-Chachran (N. W.).
11,84	*Nil*	64	*Nil*	12,48	Kolar Gold Fields (M. & S. M.)
47,49	*Nil*	2,29	*Nil*	49,78	Ludhiana-Dhuri-Jakhal (N. W.).
21,06	*Nil*	1,73	*Nil*	22,79	Nagda-Ujjain (B. B. & C. I.)
13,68	*Nil*	83	10	14,61	Petlad-Cambay (Ad. T'pur sec.) (B. B. & C. I.).
9,15	*Nil*	33	*Nil*	9,48	Petlad-Cambay (T'pur-Caby. sec.) (B. B. & C. I.).
77,85	*Nil*	2,73	*Nil*	80,58	Rajpura-Bhatinda (N. W.).
95,62	63	12,39	30	1,08,94	Shoranur-Cochin (S. I.).
29,53	*Nil*	2,08	*Nil*	31,61	Sirhind Rupar (N. W.).‡
19,74	1,07	96	*Nil*	21,77	Cooch Behar State (E. B.).
14,39	4	67	*Nil*	15,10	Dhrangadra (B. B. & C. I.).
30,56	17,00	95	2,00	50,51	Jamnagar (Jamnagar Dwarka).
22,39	*Nil*	1,21	*Nil*	23,60	Kolhapur State (M. & S. M.).
25,38	12,27	2,04	1,00	40,69	Okhamandal (Jamnagar Dwarka).
5,80	*Nil*	15	*Nil*	5,95	Palanpur State (B. B. & C. I.).
60,67	5,78	7,59	21	74,25	Quilon-Trivandrum Extension (Travancore Ry.) (S. I.).
1,95	*Nil*	10	*Nil*	2,05	Sangli State (M. & S. M.).
5,82	3,29	66	*Nil*	9,77	Piplod Devgad Baria (B. B. & C. I.).
14,74	3,51	1,19	*Nil*	19,44	†Rajpipla State (B. B. & C. I.).
8,48,21	43,77	69,25	3,61	9,64,84	Total (10).

2. (b)—*Statement of Capital Outlay to the end of the year*

Railway.	Gauge.	Capital outlay during the year.				
		Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.
1	2	3	4	5	6	7
		Rs.	Rs.	Rs.	Rs.	Rs.
11. COMPANIES' LINE						
OPEN LINES.						
Bangalore-Chick Ballapur Light (Mysore) .	2′ 6″	4	—2	*Nil*	*Nil*	2
TOTAL (11) .	..	4	—2	*Nil*	*Nil*	2
12. LINES IN FOREIGN TERRITORY WORKED						
OPEN LINES.						
Peralam-Karaikkal (S. I.)	3′ 3½″	—1	*Nil*	*Nil*	*Nil*	—1
Pondicherry (S. I.)	,,	26	*Nil*	*Nil*	*Nil*	26
West of India Portuguese (M. & S. M.) . .	,,	‡1,43	..	..	..	1,43
TOTAL (12) .	..	1,68	*Nil*	*Nil*	*Nil*	1,68
13. TOTAL (1) TO (12) . .	..	47,01	22,01	1,73	4,00	75,65
14. Miscellaneous . .	..	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
15. Grand Total . .	..	47,01	22,01	1,73	4,00	75,65

‡ Represents total figure, the details not being available.

1937-38 of other than State-owned Railways—concld. (*In thousands of rupees*).

TOTAL CAPITAL OUTLAY TO THE END OF THE YEAR.					RAILWAY.
Works.	Rolling Stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.	
8	9	10	11	12	13
Rs.	Rs.	Rs.	Rs.	Rs.	
GUARANTEED BY INDIAN STATES.					
					OPEN LINES.
8,47	5,99	1,76	*Nil*	16,22	Bangalore-Chick Ballapur Light (Mysore).
8,47	5,99	1,76	*Nil*	16,22	TOTAL (11).
BY BRITISH INDIAN RAILWAY COMPANIES.					
					OPEN LINES.
6,12	*Nil*	1,14	*Nil*	7,26	Peralam Karaikkal (S. I.).
5,78	*Nil*	36	*Nil*	6,14	Pondicherry (S I.).
‡2,27,94	..	..	..	2,27,94	West of India Portuguese (M. & S. M.)
2,39,84	*Nil*	1,50	*Nil*	2,41,34	TOTAL (12).
68,15,68	17,25,76	5,34,42	1,02,01	91,77,87	13. TOTAL (1) TO (12).
8,23	*Nil*	64	*Nil*	8,87*	14. Miscellaneous.
68,23,91	17,25,76	5,35,06	1,02,01	91,86,74	15. Grand Total.

* Made up of outlay by Forest Department on the Alnavar-Dandeli Railways Rs. 8,87.

‡ Represents the total figure, details not being available.

3.—*Statement of Gross Revenue Receipts, Working Expenses and Net*

Class and Name of Railway.	Gross Revenue Receipts. For the system including worked lines.			Working For the		
	Earnings.	Suspense.	Gross Receipts Total (Cols. 2 and 3).	Ordinary Working Expenses.	Renewals and Replacements.	Appropriation to Depreciation Reserve Fund.
1	2	3	4	5	6	7
STATE LINES WORKED BY THE STATE.						
East Indian	21,15,02	—7,81	21,07,21	10,25,83	1,68,49	2,46,17
Eastern Bengal	5,95,18	75	5,95,93	3,87,48	79,49	85,80
North Western	17,43,72	9,00	17,52,72	9,75,85	1,53,87	2,44,74
Great Indian Peninsula	13,53,95	3,43	13,57,38	7,09,08	67,03	1,90,96
TOTAL	58,07,87	5,37	58,13,24	30,98,24	4,68,88	7,67,67
STATE LINES WORKED BY COMPANIES OR BY INDIAN STATES.						
Assam-Bengal	1,87,14	—23	1,86,91	1,22,05	27,61	39,78
Bengal-Nagpur	9,50,75	2,48	9,53,23	5,51,38	58,02	1,29,73
Bezwada Extension and Dhone Kurnool	13,63	..	13,63	6,65	—2	76
Bombay, Baroda and Central India	12,60,69	3,88	12,64,57	6,08,09	85,32	1,22,96
Jodhpur-Hyderabad (British Section) (Jodhpur).	41,38	—98	40,40	21,52	1,48	1,93
Lucknow-Bareilly (R. & K.)	75,18	6	75,24	31,28	2,70	4,24
Madras and Southern Mahratta (excluding Mysore State).	7,49,33	3,56	7,52,89	3,99,29	38,14	88,84
South Indian (including Travancore)	5,59,85	—70	5,59,15	2,99,26	47,90	76,13
Tirhoot (B. & N. W.)	3,84,24	1,87	3,86,11	1,55,92	5,82	16,68
Railway Clearing Accounts	..	..	..	..	..	..
Contribution to Depreciation Reserve Fund (Miscellaneous.)	..	..	..	..	..	8,26
TOTAL	42,22,19	9,94	42,32,13	21,95,44	2,66,97	4,89,31
GRAND TOTAL	1,00,30,06	15,31	1,00,45,37	52,93,68	7,35,85	12,56,98

* The total Railway Receipts for the year are:—

	Rs.
Gross Receipts as per Col. 4 above	1,00,45,37
Add—Miscellaneous Railway Receipts	1,11,50
Government share of surplus profits from the subsidized companies, etc.	11,99
Total Receipts	1,01,68,86

Revenue Receipts of State-owned Railways for the year 1937-38. (*In thousands of rupees.*)

Expenses.					Net Revenue Receipts of State owned Railways. (Cols. 4—11—12).	Percentage of Ordinary Working Expenses on Earnings. $\left(\frac{\text{(Col. 5)} \times 100}{\text{Cols. 2.}}\right)$	Class and Name of Railway.
Suspense.	Total. (Cols. 5 to 8).	Deduct Expenditure met from Depreciation Reserve Fund for the system.	Net Working Expenses (Cols. 9—10).	Payment to Worked Lines.			
8	9	10	11	12	13	14	15
							State Lines worked by the State.
1,96	14,42,45	1,68,49	12,73,96	7,73	8,25,52	48·50	East Indian.
1	5,52,78	79,49	4,73,29	7,32	1,15,32	65·10	Eastern Bengal.
489	13,79,35	1,53,87	12,25,48	28,71	(*b*)4,98,53	55·96	North Western.
—2,25	9,64,82	67,03	8,97,79	30,67	4,28 92	52·37	Great Indian Peninsula.
4,61	43,39,40	4,68,88	38,70,52	74,43	18,68 29	53·35	Total.
							State Lines worked by Companies or by Indian States.
—18	1,89,26	27,61	1,61,65	6,79	18,47	65·22	Assam-Bengal.
3,06	7,42,19	58,02	6,84,17	1,41	2,67,65	57·99	Bengal-Nagpur.
..	7,39	—2	7,41	..	6,22	48·84	Bezwada Extension and Dhone Kurnool.
—1,96	8,14,41	85,32	7,29,09	26,32	5,09,16	48·23	Bombay, Baroda and Central India.
—33	24,60	1,48	23,12	1,33	15,95	52·00	Jodhpur-Hyderabad (British Section) (Jodhpur).
..	38,22	2,70	35,52	19,63	20,09	41·60	Lucknow-Bareilly (R. & K.).
150	5,27,77	38,14	4,89,63	23,84	2,37,42	53·29	Madras and Southern Mahratta (excluding Mysore State).
42	4,23,71	47,90	3,75,81	7,34	1.76,00	53·45	South Indian (including Travancore).
—27	1,78,15	5,82	1,72,33	1,29,71	84,07	40·58	Tirhoot (B. & N. W.)
43	43	..	43	..	—43	..	Railway Clearing Accounts.
..	8,26	..	8,26	..	—8,26	..	Contribution to Depreciation Reserve Fund (miscellaneous).
2,67	29,54,39	2,66,97	26,87,42	2,18,37	13,26,34	52·00	Total.
7,28	72,93,79	7,35,85	*65,57,94	2,92,80	31,94,63	52·78	Grand Total.

	Receipts.	Working expenses.	Payment to worked lines.	Net Receipts.
(*b*) N. W. Railway, Commercial	16,07,85	10,28 27	28,71	5,50,87
N. W. Railway, Military	1,44,87	1,97,21	..	—52,34
Total	17,52,72	12,25 48	28,71	4,98,53

*The total Expenditure on Railways for the year is :—

	Rs.
Working expenses as per column 11 above	65,57,94
Payment to Worked Lines	2,92,80
Add —Miscellaneous Railway Expenditure	63 64
Surplus profits paid to companies	52,55
Interest charges as per Statement 4	29,26,28
Total Expenditure.	98,93 21

4.—Statement of Total Interest Charges chargeable against Net Revenue Receipts of State-owned Railways for the year 1937-38.

Class and Name of Railway.	Interest on sterling Debt.	Interest on Capital contributed by Companies.			Total Columns 2 and 5.	In thousands of rupees.			
		On share capital.	On Debentures and Debenture Stock.	Total.		Column 6 converted into Rupees at average rate of exchange.	Interest on Capital outlay provided by Government.	Interest on Rupee Debt.	Grand Total. (Cols. 7 to 9.)
1	2	3	4	5	6	7	8	9	10
Central. State Lines worked by the State.	£	£	£	£	£	Rs.	Rs.	Rs.	Rs.
1. Aden	..	..	..	..	..	..	..	..	..
2. Eastern Bengal	126,227	..	..	..	126,227	16,74	1,76,22	..	1,92,96
3. East Indian (including South Bihar).	1,929,754	..	..	..	1,929,754	2,55,97	3,30,86	4	5,86,87
4. North Western (Commercial) including Delhi (New Capital) Railway Works Scheme.	367,927	..	..	..	367,927	48,80	3,95,02	..	4,43,82
5. North Western (Military)	..	..	..	..	..	..	1,32,61	..	1,32,61
6. Great Indian Peninsula	986,544	..	..	..	986,544	1,30,86	2,86,46	..	4,17,32
7. Coal Dept. (Ry. Collieries)	..	..	..	..	..	..	8,05	..	8,05
8. Total	3,410,452	..	..	..	3,410,452	4,52,37	13,29,22	4	17,81,63
State Lines worked by Companies or by Indian States.									
9. Assam-Bengal	..	45,000	..	45,000	45,000	6,00	87,01	..	93,01
10. Bengal-Nagpur	..	105,000	121,205	226,205	226,205	30,16	2,93,97	..	3,24,13
11. Bezwada (including Dhone Kurnool).	..	..	..	..	..	..	1,85	..	1,85
12. Bombay, Baroda and Central India.	388,851	60,000	34,998	94,998	483,849	65,32	1,99,50	7,50	2,72,32
13. Jodhpur (British Section) (Jodhpur).	..	..	..	..	..	..	4,93	..	4,93
14. Lucknow-Bareilly (R. & K.)	..	..	(a)18,880	18,880	18,880	1,45	7,26	..	8,71
15. Madras and Southern Mahratta.	362,462	175,000	105,025	280,025	642,487	85,66	1,39,16	..	2,24,82
16. South Indian	148,053	35,000	98,655	133,655	281,708	37,56	1,33,66	..	1,71,22
17. Tirhoot (B. & N. W.)	..	..	80,326	80,326	80,326	10,71	27,16	..	37,87
18. Total	899,366	420,000	459,089	879,089	1,778,455	2,36,86	8,94,50	7,50	11,38,86
Miscellaneous Items.									
19. Abandoned Projects, etc.	..	..	..	..	..	..	30	..	30
20. Other miscellaneous items	..	..	..	..	..	(b)—1,23	6,87	..	5,64
Deduct :—									
21. Interest during construction charged to Capital of the Bengal Nagpur Railway.	..	..	..	..	..	..	12	..	12
Interest during period of construction charged to other Government Departments.	..	..	..	..	..	..	3	..	3
22. Total	..	..	..	..	..	—1,23	7,02	..	5,79
23. Total Central	4,309,818	420,000	459,089	879,089	5,188,907	6,88,00	22,30,74	7,54	29,26,28
Provincial Railway.									
24. United Provinces (Distillery Siding).	..	..	..	..	..	..	5	..	5
25. Total Provincial	..	..	..	..	..	..	5	..	5
26. Grand Total	4,309,818	420,000	459,089	879,089	5,188,907	6,88,00	22,30,79	7,54	29,26,33

(a) Represents interest on the State share of joint debenture stock.

(b) Represents exchange in respect of interest on capital contributed by Companies and of interest on debt in respect of Company worked Railways.

5.—*Statement of* $\frac{\text{Capital at Charge*}}{\text{Capital outlay†}}$, *Revenue Earnings and Expenses for the years 1936-37 and 1937-38.*

(In thousands of rupees.

NOTE I.—Upto the year 1935-36, the figures of total working expenses of *OTHER THAN* State-managed railways (Class I) included actual expenditure on 'Replacement and Renewals', but from 1936-37, all Class I railways (except B. & N. W., R. & K., Jodhpur and N. S. railways in respect of other than State-owned portions of their railway systems) include the figures of 'Appropriation to depreciation Reserve Fund' instead.

NOTE. II.—"Credits for released materials" previously accounted for under "Earnings" are booked under Depreciation Reserve Fund from 1936-37.

NOTE III.—Upto 1931-32 sterling liabilities involved in the purchase of Railways were converted into rupees at the statutory rates of exchange, but in the years 1932-33 to 1934-35 they were converted at the rates of exchange prevailing in the years when the liabilities came into being. From 1935-36 they have again been converted at the statutory rate of 1*s.* 6*d.* to the rupee.

Railway System.	Gauge.	Year.	For the system, *i.e.*, both State-owned and other than State-owned portions. ‡Total capital at charge. ‡‡	§ Gross earnings.	§ Working expenses.	Net earnings. (Cols. 5–6.)	Percentage of working expenses to gross earnings. (Col. 6 × 100 / Col. 5)	Percentage of net earnings on total capital at charge given in column 4. (Col. 7 × 100 / Col. 4)	REMARKS.
1	2	3	4	5	6	7	8	9	10
			Rs.	Rs.	Rs.	Rs.			
CLASS I.									
Assam-Bengal	3′ 3⅜″	*1936-37*	*25,63,26*	†† *1,80,98*	*1,56,78*	*24,20*	*86·63*	*0·94*	
		1937-38	25,91,98	**1,87,14	1,61,84	25,30	86·48	0·98	
Bengal and North-Western	3′ 3⅜″	*1936-37*	*22,08,25*	*3,78,66*	*1,77,01*	*2,01,65*	*46·75*	*9·13*	
		1937-38	22,30,76	3,84,24	1,83,34	2,00,90	47·71	9·01	
Bengal-Nagpur	5′ 6″, 2′ 6″ and 2′ 0″	*1936-37*	*78,34,13*	*8,41,43*	*6,69,02*	*1,72,41*	*79·51*	*2·20*	
		1937-38	77,74,08	9,50,75	6,81,10	2,69,65	71·64	3·47	
Bombay, Baroda and Central India.	5′ 6″, 3′ 3⅜″ and 2′ 6″	*1936-37*	*77,01,41*	*12,53,06*	*7,10,50*	*5,42,56*	*56·70*	*7·04*	
		1937-38	77,07,87	12,60,68	7,31,04	5,29,64	57·99	6·87	
Burma	3′ 3⅜″	*1936-37*	*34,69,13*	*3,70,22*	*2,64,52*	*1,05,70*	*71·45*	*3·05*	
		1937-38	§§	§§	§§	§§	§§	§§	
Easten Bengal	5′ 6″, 3′ 3⅜″ and 2′ 6″	*1936-37*	*52,76,78*	*5,90,42*	*4,64,18*	*1,26,24*	*78·60*	*2·39*	
		1937-38	52,77,79	5,95,18	4,73,28	1,21,90	79·50	2·31	
East Indian	5′ 6″	*1936-37*	*1,48,05,97*	*19,58,78*	*11,84,63*	*7,74,15*	*60·48*	*5·23*	
		1937-38	1,48,54,41	21,15,03	12,72,01	8,43,02	60·14	5·68	
Great Indian Peninsula	5′ 6″ and 2′ 6″	*1936-37*	*1,18,16,12*	*13,81,46*	*8,77,46*	*5,04,00*	*63·52*	*4·27*	
		1937-38	1,18,33,70	13,53,95	9,00,04	4,53,91	66·48	3·83	
Jodhpur	3′ 3⅜″	*1936-37*	*5,99,02*	*1,21,87*	*65,36*	*56,51*	*53·63*	*9·43*	
		1937-38	6,06,93	1,26,65	65,78	60,87	51·94	10·03	
Madras and Southern Mahratta.	5′ 6″ and 3′ 3⅜″	*1936-37*	*(a)58,54,55*	‖*7,56,38*	‖*4,74,18*	‖*2,82,20*	‖*62·70*	‖*4·82*	(a) Includes Rs. 8,87,000 being the capital outlay on the Alnavar-Dandeli Railway.
		1937-38	(a)56,78,40	‖7,57,33	‖4,93,25	‖2,64,08	‖65·10	‖4·48†	

* In the case of State-owned railways. † In the case of other than State-owned railways.

‡ On open lines and on lines wholly or partly under construction (including ferries and suspense).

§ Gross earnings and working expenses represent the true earnings and true expenses of a railway in an accounting period irrespective of whether the earnings have been realised or the expenses paid. They are the administrative figures of railway accounts.

‖ Includes Harbour receipts and expenditure.

** Excludes 7 on account of Mymensingh Bhairab Bazar Railway share of Netrakona Mohanganj Railway cross traffic.

†† „ 6 „ „ „ „ „ „ „ „ „ „

‡‡ Please see Note III above.

§§ Figures not furnished due to separation with effect from 1st April 1937.

† For working out the percentage, the Capital outlay to end of March 1938 on Bangalore Harihar and Hindupur (Yesvantpur-Mysore Frontier) Railways, the working of which was transferred to Mysore State Railway with effect from 1st January 1938 has, however, been included.

5.—Statement of $\frac{\text{Capital at Charge*}}{\text{Capital outlay†}}$ Revenue Earnings and Expenses for the years 1936-37 and 1937-38.—contd.

(In thousands of rupees.)

Railway System.	Gauge.	Year.	For the system, i.e., both State-owned and other than State-owned portions.						Remarks.
			‡ Total capital at charge. ‡‡	§ Gross earnings.	§ Working expenses.	Net earnings. (Cols. 5–6.)	Percentage of working expenses to gross earnings. $\left(\frac{\text{Col. 6} \times 100}{\text{Col. 5}}\right)$	Percentage of net earnings on total capital at charge given in column 4. $\left(\frac{\text{Col. 7} \times 100}{\text{Col. 4}}\right)$	
1	2	3	4	5	6	7	8	9	10
			Rs.	Rs.	Rs.	Rs.			
Class I—*concld.*									
Nizam's State	5′ 6″	*1936-37*	*14,86,01*	*1,46,56*	*65,88*	*80,68*	*44·95*	*7·67*	
		1937-38	14,91,99	1,58,72	67,84	90,88	42·75	8·61	
	3′ 3⅜″	*1936-37*	**	*82,24*	*48,99*	*33,25*	*59·56*	**	
		1937-38	**	86,43	48,83	37,60	56·50	**	
North Western (Commercial)	5′ 6″ and 2′ 6″	*1936-37*	*1,17,82,99*	*16,23,22*	*9,89,04*	*6,34,18*	*60·93*	*5·38*	
		1937-38	1,18,06,39	15,98,86	10,23,38	5,75,48	64·01	4·87	
North Western (Military)	5′ 6″, and 2′ 6″	*1936-37*	*33,79,67*	*1,37,31*	*1,99,94*	*—62,63*	*145·62*	*—1·85*	
		1937-38	33,93,29	1,44,86	1,97,21	—52,35	136·14	—1·54	
North Western (Total)	..	*1936-37*	*1,51,62,66*	*17,60,53*	*11,88,98*	*5,71,55*	*67·54*	*3·77*	
		1937-38	1,51,99,68	17,43,72	12,20,59	5,23,13	70·00	3·44	
Rohilkund and Kumaon	3′ 3⅜″	*1936-37*	*4,60,92*	*75,16*	*34,51*	*40,65*	*45·91*	*8·82*	
		1937-38	4,64,98	75,18	37,69	37,49	50·13	8·06	
South Indian	5′ 6″, 3′ 3⅜″ and 2′ 6″	*1936-37*	*48,08,81*	*5,37,62*	*3,65,05*	*1,72,57*	*67·90*	*3·59*	
		1937-38	48,07,36	5,59,85	3,75,38	1,84,47	67·05	3·84	
Total Class I Railways	..	*1936-37*	*8,40,47,02*	*1,04,35,37*	*67,47,05*	*36,88,32*	*64·66*	*4·39*	
		1937-38¶	8,05,19,93	1 03,54,85	67,12,01	36,42,84	64·82	4·52	
Class II.									
Barsi Light	2′ 6″	*1936-37*	*1,85,91*	*15,35*	*10,87*	*4,48*	*70·82*	*2·41*	
		1937-38	1,85,18	18,45	10,58	7,87	57·36	4·25	
Bengal Dooars	3′ 3⅜″	*1936-37*	*1,66,00*	*17,29*	*10,98*	*6,31*	*63·52*	*3·80*	
		1937-38	1,66,67	19,50	11,67	7,83	59·82	4·76	
Bhavnagar State	3′ 3⅜″	*1936-37*	*2,47,49*	*33,18*	*19,62*	*13,56*	*59·14*	*5·48*	
		1937-38	2,53,40	30,81	20,10	10,71	65·23	4·23	
Bikaner State	3′ 3⅜″	*1936-37*	*3,65,71*	*39,41*	*27,50*	*11,91*	*69·78*	*3·26*	
		1937-38	3,82,08	45,15	29,18	15,97	64·64	4·18	
Darjeeling Himalayan	2′ 0″	*1936-37*	*1,08,16*	*17,95*	*11,95*	*6,00*	*66·57*	*5·55*	
		1937-38	1,08,61	16,75	12,43	4,32	74·21	3·95	

* In the case of State-owned railways. † In the case of other than State-owned railways.

‡ On open lines and on lines wholly or partly under construction (including ferries and suspense).

§ Gross earnings and working expenses represent the true earnings and true expenses of a railway in an accounting period irrespective of whether the earnings have been realised or the expenses paid. They are the administrative figures of the railway accounts.

** No separate Capital account is maintained for each gauge, hence shown under Broad Gauge.

‡‡ Please see Note III at page 43.

¶ Exclusive of Burma Railways due to separation.

5—*Statement of* $\frac{\text{Capital at Charge*}}{\text{Capital outlay†}}$, *Revenue Earnings and Expenses for the years 1936-37 and 1937-38* —contd.

(In thousands of rupees.)

Railway System.	Gauge.	Year.	For the system, *i.e.*, both State-owned and other than State-owned portions.						Remarks.
			‡Total capital at charge.	§ Gross earnings.	§ Working expenses.	Net earnings. (Cols. 5-6).	Percentage of working expenses to gross earnings. $\left(\frac{\text{Col.6}\times 100}{\text{Col. 5}}\right)$	Percentage of net earnings on total capital at charge given in column 4. $\left(\frac{\text{Col. 7}\times 100}{\text{Col. 4}}\right)$	
1	2	3	4	5	6	7	8	9	10
			Rs.	Rs.	Rs.	Rs.			
CLASS II—*concld.*									
Dibru-Sadiya	3′ 3⅜″	*1936-37*	*‡‡1,70,40*	*18,82*	*12,52*	*6,30*	*66·52*	*3·70*	
		1937-38	‡‡1,69,15	21,21	11,77	9,44	55·49	5·58	
Gaekwar's Baroda State	3′ 3⅜″	*1936-37*	*1,80,90*	*21,95*	*14,28*	*7,67*	*65·07*	*4·24*	
		1937-38	1,84,27	22,69	15,04	7,65	66·29	4·15	
	2′ 6″	*1936-37*	*3,17,31*	*23,61*	*16,71*	*6,90*	*70·79*	*2·17*	
		1937-38	3,16,91	23,01	16,24	6,77	70·56	2·14	
Gondal	3′ 3⅜″	*1936-37*	*1,67,03*	*26,32*	*12,49*	*13,83*	*47·45*	*8·28*	
		1937-38	1,63,98	28,89	11,95	16,94	41·36	10·33	
Jaipur State	3′ 3⅜″	*1936-37*	*88,23*	*12,40*	*6,42*	*5,98*	*51·82*	*6·77*	
		1937-38	92,81	13,31	7,97	5,34	59·86	5·76	
Jamnagar Dwarka	3′ 3⅜″	*1936-37*	*1,59,38*	*13,15*	*7,64*	*5,51*	*58·05*	*3·46*	
		1937-38	1,59,42	14,92	7,83	7,09	52·44	4·45	
Junagad State	3′ 3⅜″	*1936-37*	*1,59,96*	*18,10*	*9,76*	*8,34*	*53·91*	*5·22*	
		1937-38	1,64,26	19,25	9,83	9,42	51·06	5·73	
Morvi	3′ 3⅜″	*1936-37*	*1,11,50*	*18,16*	*10,36*	*7,80*	*57·06*	*6·99*	
		1937-38	1,12,90	19,24	9,80	9,44	50·96	8·36	
Mysore	3′ 3⅜″	*1936-37*	*3,48,34*	*29,96*	*25,01*	*4,95*	*83·48*	*1·42*	
		1937-38	5,69,17	39,88	30,66	9,22	76·88	††2·56	
	2′ 6″	*1936-37*	*43,75*	*2,90*	*2,42*	*48*	*83·37*	*1·10*	
		1937-38	43,81	3,06	2,50	56	81·84	1·28	
	2′ 0″	*1936-37*	*9,83*	*38*	*31*	*7*	*81·55*	*0·71*	
		1937-38	9,83	38	31	7	80·18	0·77	
Shahdara (Delhi)-Saharanpur Light.	2′ 6″	*1936-37*	*51,13*	*9,66*	*4,85*	*4,81*	*50·20*	*9·40*	
		1937-38	52,77	10,62	4,85	5,77	45·69	10·93	
Total Class II Railways	..	*1936-37*	*28,81,03*	*3,18,59*	*2,03,69*	*1,14,90*	*63·93*	*3·99*	
		1937-38	31,35,22	3,47,12	2,12,71	1,34,41	61·28	4·29	
CLASS III.									
Ahmadpur Katwa	2′ 6″	*1936-37*	*20,72*	*85*	*96*	*—11*	*113·66*	*—0·53*	
		1937-38	20,72	99	97	2	97·55	0·12	

* † ‡ § For explanations see footnotes on opposite page.

‡‡ Excludes Rs. 1,50,000 (£10,000) representing the estimated cost of Stores, etc., for the purpose of arriving at the amount of Government Subsidy due to Dibru-Sadiya Railway in the years when a subsidy was payable.

†† For working out the percentage, the Capital outlay to end of March 1938 on Bangalore Harihar and Hindupur (Yesvantpur-Mysore Frontier) Railways, the working of, which was taken over by the Mysore State Railway, from 1st January 1938, has been excluded.

5.—*Statement of* $\frac{\text{Capital at Charge}^*}{\text{Capital outlay}\ \dagger}$, *Revenue Earnings and Expenses for the years 1936-37 and 1937-38.*

—contd. (In thousands of rupees.)

Railway System.	Gauge.	Year.	For the system, *i.e.*, both State-owned and other than State-owned portions.						Remarks.
			‡ Total capital at charge.	§ Gross earnings.	§ Working expenses.	Net earnings. (Cols. 5-6.)	Percentage of working expenses to gross earnings. (Col. 6 × 100 / Col. 5)	Percentage of net earnings on total capital at charge given in column 4. (Col. 7 × 100 / Col. 4)	
1	2	3	4	5	6	7	8	9	10
			Rs.	Rs.	Rs.	Rs.			
Class III—*contd.*									
Arrah-Sasaram Light	2′ 6″	*1936-37*	*25,52*	*3,27*	*2,27*	*1,00*	*69·30*	*3·90*	
		1937-38	25,58	3,44	2,33	1,11	67·79	4·32	
Bankura Damoodar River	2′ 6″	*1936-37*	*40,19*	*1,14*	*1,24*	*—10*	*108·45*	*—0·25*	
		1937-38	40,21	1,19	1,34	—15	112·95	—0·37	
Baraset-Basirhat Light	2′ 6″	*1936-37*	*26,37*	*4,21*	*3,93*	*28*	*93·20*	*1·00*	
		1937-38	26,33	4,97	3,95	1,02	79·50	3·86	
Bengal Provincial	2′ 6″	*1936-37*	*15,11*	*96*	*92*	*4*	*96·11*	*0·25*	
		1937-38	15,08	1,06	98	8	92·08	0·55	
Bukhtiarpur-Bihar Light	2′ 6″	*1936-37*	*15,41*	*2,82*	*2,16*	*66*	*76·60*	*4·20*	
		1937-38	15,53	2,41	2,02	39	83·87	2·50	
Burdwan-Katwa	2′ 6″	*1936-37*	*20,42*	*1,12*	*1,17*	*—5*	*104·32*	*—0·24*	
		1937-38	20,54	1,28	1,20	8	93·30	0·42	
Cutch State	2′ 6″	*1936-37*	*23,67*	*2,50*	*1,46*	*1,04*	*58·50*	*4·38*	
		1937-38	23,81	2,55	1,62	93	63·44	3·91	
Dehri-Rohtas Light	2′ 6″	*1936-37*	*12,46*	*1,65*	*1,41*	*24*	*85·62*	*1·90*	
		1937-38	12,63	1,74	1,20	54	68·81	4·30	
Dholpur State	2′ 6″	*1936-37*	*17,46*	*1,57*	*1,25*	*32*	*79·52*	***1·85*	
		1937-38	17,50	1,80	1,13	67	62·68	3·85	
Futwah-Islampur	2′ 6″	*1936-37*	*19,60*	*90*	*1,05*	*—15*	*117·30*	*—0·77*	
		1937-38	19,62	112	1,09	3	97·32	0·15	
Gwalior Light	2′ 0″	*1936-37*	*1,23,00*	*9,51*	*6,06*	*3,45*	*63·72*	*2·80*	
		1937-38	1,23,13	8,52	6,14	2,38	72·07	1·93	
Howrah Amta Light	2′ 0″	*1936-37*	*31,75*	*8,34*	*5,95*	*2,39*	*71·30*	*7·53*	
		1937-38	31,64	8,70	6,05	2,65	69·56	8·37	
Howrah-Sheakhala Light	2′ 0″	*1936-37*	*8,63*	*1,94*	*1,59*	*35*	*81·80*	*4·10*	
		1937-38	8,55	1,89	1,59	30	83·96	3·55	
Jagadhri Light	2′ 0″	*1936-37*	*1,13*	*17*	*14*	*3*	*80·14*	*3·04*	
		1937-38	1,13	15	14	1	90·83	1·25	

* In the case of State-owned railways. †In the case of other than State-owned railways.

‡ On open lines and on lines wholly or partly under construction (including ferries and suspense).

§ Gross earnings and working expenses represent the true earnings and true expenses of a railway in an accounting period irrespective of whether the earnings have been realised or the expenses paid. They are the administrative figures of railway accounts.

** Revised figures.

5.—*Statement of* $\frac{\text{Capital at Charge*}}{\text{Capital outlay†}}$, *Revenue Earnings and Expenses for the years 1936-37 and 1937-38.*

—concld. (In thousands of rupees.

Railway System.	Gauge.	Year.	For the system, *i.e.*, both State-owned and other than State-owned portions. ‡ Total capital at charge.	§ Gross earnings.	§ Working expenses.	Net earnings. (Cols. 5—6.)	Percentage of working expenses to gross earnings. (Col. 6 × 100 / Col. 5)	Percentage of net earnings on total capital at charge given in column 4. (Col. 7 × 100 / Col. 4)	Remarks.
1	2	3	4	5	6	7	8	9	10
Class III—*concld.*			Rs.	Rs.	Rs.	Rs.			
Jorhat (Provincial) (*a*)	2′ 0″	*1936 (b)*	*13,22*	*1,13*	*1,49*	*—36*	*132·25*	*—2·72*	
		1937 *b*)	13,22	98	1,41	—43	144·53	—3·25	
Kalighat-Falta.	2′ 6″	*1936-37*	*24,18*	*1,60*	*1,47*	*13*	*92·15*	*0·52*	
		1937-38	24,37	1,73	1,71	2	98·76	0·09	
Kulasekarapatnam Light	2′ 0″	*1936-37*	*4,91*	*64*	*1,21*	*—57*	*188·69*	*—11·58*	
		1937-38	4,91	63	65	—2	103·21	—0·41	
Matheran Light	2′ 0″	*1936-37*	*12,44*	*1,01*	*69*	*32*	*68·31*	*2·57*	
		1937-38	12,44	97	79	18	81·44	1·40	
Tezpore-Balipara Light	2′ 6″	*1936-37*	*4,87*	*1,54*	*1,20*	*34*	*77·71*	¶*7·03*	
		1937-38	4,87	1,63	1,14	49	69·71	10·12	
Trivellore Light	2′ 0″	*1936-37*	*1,18*	*1*	*4*	*—3*	*332·27*	*—2·54*	
		1937-38	1,18	1	3	—2	405·53	—1·73	
Udaipur-Chitorgarh	3′ 3⅜″	*1936-37*	*1,25,63*	*8,33*	*6,20*	*2,13*	*74·42*	*1·69*	
		1937-38	1,28,53	8,54	6,39	2,15	74·77	1·67	
Total Class III Railways	..	*1936-37*	*5,87,87*	*55,21*	*43,86*	*11,35*	*79·44*	*1·93*	
		1937-38	5,91,52	56,30	43,87	12,43	77·92	2·10	
Other items not included in the preceding heads (*c*).	..	*1936-37*	*4,96,88*	*—2,44*	*—1,79*	*—65*	..	..	
		1937-38	3,21,53	—1,27	—6,04	477	..	..	
Grand Total	..	*1936-37*	*8,80,12,80* (*d*)	*1,08,06,73*	*69,92,81*	*38,13,92*	*64·71*	*4·33*	
		1937-38 (*e*)	8,45,68,20	1,07,57,00	69,62,55	37,94,45	64·73	4·49	

* † ‡ § — For explanations see footnotes on opposite page. ¶ Revised figures.

(*a*) With effect from 1st April 1937 this Railway has become the property of the Central Government under the Government of India Act 1935.

(*b*) Figures are in respect of Calendar year.

(*c*) The details for the last year are given in the Report for that year, and those for the current year are as follows (in thousands of rupees):—

	Capital at charge.
Coal Department	1,83,78
Abandoned Projects	..
Controller of Railway Accounts' account current	1,36,36
United Provinces (Distillery siding)	1,39
Total	3,21,53

Gross Earnings.

—28	Adjustment of Gross Earnings of Bezwada Extension & Dhone Kurnool Railways.
—98	Gross Earnings of Jorhat (Provincial) Railway.
—1	Due to rounding off.
—127	

Working Expenses.

—10,74	Adjustment of Coy's. share of Replacement and Renewals Expenses in respect of B. & N. W. Ry.
—2,17	Adjustment of Coy's. share of Replacement and Renewals Expenses in respect of R. & K. Ry.
—1,41	Working Expenses of Jorhat (Provl.) Ry.
+1	Adjustment of Working Expenses of Bezwada and Dhonekurnool Railways.
+8,26	Contribution to Depreciation Reserve Fund (Miscellaneous.)
+1	Due to rounding off.
—6,04	

	1936-37.	1937-38.
(*d*) State owned..	7,89,02,47	7,53,81,46
Other than State owned ..	91,10,33	91,86,74
	8,80,12,80	8,45,68,20

(*e*) Exclusive of Burma Railways due to Separation.

6.—*Details of Gross Earnings of each Railway System for the years 1936-37 and 1937-38.*

[In thousands of rupees.]

Note.—" Credits for released materials " previously accounted for under " Earnings " in the case of class I Railways, are booked under " Depreciation Reserve Fund " from 1936-37.

Note 2.—In the case of Class I Railways the figures for 1936-37 shown under columns 4, 5, 7, and 8 are inclusive of refunds.

Railway System.	Gauge.	Year.	Coaching earnings.			Goods earnings.			Miscellaneous earnings.		Total gross earnings.
			Earnings from passengers carried.	Other coaching earnings.	Total coaching earnings.	Earnings from goods carried.	Other goods earnings	Total goods earnings.	Electric telegraph earnings.	Other miscellaneous earnings.	
1	2	3	4	5	6	7	8	9	10	11	12
CLASS I.			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Assam Bengal	3′ 3¾″	*1936-37*	*62,56*	*8,97*	*71,41*	*1,01,01*	*71*	*1,01,52*	*25*	*7,80*	*1,80,98*
		1937-38	66,99	9,08	76,07	1,02,17	69	1,02,86	23	7,98	1,87,14
Bengal and North-Western	3′ 3¾″	*1936-37*	*1,39,09*	*12,85*	**1,46,07*	*2,36,84*	*94*	**2,21,46*	*42*	*10,71*	*3,78,66*
		1937-38	1,48,33	13,23	*1,55,76	2,32,17	80	*2,16,39	39	11,70	3,84,24
Bengal-Nagpur	5′ 6″	*1936-37*	*1,41,33*	*32,50*	*1,73,64*	*6,22,44*	*2,80*	*6,24,14*	*33*	*12,03*	*8,10,14*
		1937-38	1,54,86	32,07	1,86,93	7,16,00	2,14	7,18,14	33	12,41	9,17,81
	2′ 6″	*1936-37*	*11,57*	*1,19*	*12,76*	*17,75*	*51*	*18,24*	*5*	*24*	*31,29*
		1937-38	11,75	1,20	12,95	19,38	33	19,71	5	23	32,94
Bombay, Baroda and Central India.	5′ 6″	*1936-37*	*2,07,91*	*53,69*	*2,61,52*	*4,49,32*	*—4,00*	*4,44,84*	*47*	*11,80*	*7,18,63*
		1937-38	2,20,01	53,44	2,73,45	4,38,34	—6,42	4,31,92	47	11,39	7,17,23
	3′ 3¾″	*1936-37*	*1,65,68*	*19,35*	*1,85,02*	*3,30,25*	*1,41*	*3,31,18*	*48*	*6,58*	*5,23,26*
		1937-38	1,75,59	19,98	1,95,57	3,28,55	94	3,29,49	45	7,00	5,32,51
	2′ 6″	*1936-37*	*4,79*	*32*	*5,11*	*5,93*	*1*	*5,93*	*3*	*10*	*11,17*
		1937-38	4,79	30	5,09	5,60	1	5,61	2	22	10,94
Burma	3′ 3¾″	*1936-37*	*95,99*	*13,11*	*1,09,02*	*2,55,23*	*42*	*2,54,35*	*33*	*6,52*	*3,70,22*
		1937-38	§	§			§				§
Eastern Bengal	5′ 6″	*1936-37*	*1,18,77*	*25,71*	*1,44,41*	*2,15,54*	*9,53*	*2,24,73*	*20*	*11,57*	*3,80,91*
		1937-38	1,26,90	24,38	1,51,28	2,10,01	5,89	2,15,90	20	12,20	3,79,58
	3′ 3¾″ and 2′ 6″	*1936-37*	*69,95*	*8,14*	*78,04*	*1,26,27*	*70*	*1,26,78*	*19*	*4,60*	*2,09,51*
		1937-38	79,14	7,65	86,79	1,22,49	71	1,23,20	19	5,42	2,15,60
East Indian	5′ 6″	*1936-37*	*4,87 89*	*77,33*	*5,64,72*	*13,46,70*	*3,35*	*13,48,82*	*1,23*	*44,01*	**19,58,78*
		1937-38	5,36,90	75,93	6,12,83	14,60,76	3,53	14,64,29	1,29	36,62	*21,15,03
Great Indian Peninsula	5′ 6″	*1936-37*	*3,27,89*	*97,70*	*4,25,27*	*9,21,78*	*6,90*	*9,26,82*	*1,17*	*19,58*	*13,72,84*
		1937-38	3,32,07	1,02,17	4,34,24	8,83,29	9,82	8,93,11	1,01	17,44	13,45,80
	2′ 6″	*1936-37*	*2,24*	*24*	*2,48*	*5,04*	*3*	*5,06*	*1*	*7*	*8,62*
		1937-38	2,48	25	2,73	5,27	7	5,34	1	7	8,15
Jodhpur	3′ 3¾″	*1936-37*	*41,97*	*5,48*	*47,43*	*69,91*	*23*	*70,02*	*16*	*4,26*	*1,21,87*
		1937-38	43,47	5,73	49,20	72,55	30	72,85	19	4,41	1,26,65
Madras and Southern Mahratta.	5′ 6″	*1936-37*	*1,27,74*	*29,12*	*1,56,73*	*2,67,04*	*1,32*	*2,68,06*	*16*	*9,42*	*4,34,37*
		1937-38	1,31,83	28,98	1,60,81	2,76,65	1,20	2,77,85	15	10,16	4,48,97
	3′ 3¾″	*1936-37*	*81.76*	*13,38*	*95,09*	*††2,19,78*	*82*	*‡2,20,02*	*22*	*6,68*	*‡3,22,01*
		1937-38	82,84	13,47	96,31	‡2,04,42	72	‡2,05,14	21	6,70	‡3,08,36
Nizam's State	5′ 6″	*1936-37*	*31,19*	*9,77*	*40,74*	*1,02,82*	*53*	*1,03,29*	*36*	*2,17*	*1,46,56*
		1937-38	32,86	9,79	42,65	1,12,81	60	1,13,41	39	2,27	1,58,72
	3′ 3¾″	*1936-37*	*27,06*	*3,23*	*30,27*	*50.08*	*32*	*50,36*	*22*	*1,39*	*82,24*
		1937-38	28 92	3,54	32.46	51,88	44	52,32	21	1,44	86,43

* Excluding the Cawnpore-Barhwal (3′ 3¾″ gauge) link earnings, which, as to details, are included with the Bengal and North-Western Railway, and totals with the sundry earnings of the E. I. Railway.

† Revised figures.

‡ Includes Mormugao Harbour earnings.

§ Figures not received due to separation with effect from 1st April 1937.

6.—*Details of Gross Earnings of each Railway System for the years 1936-37 and 1937-38*—contd.

[In thousands of rupees.]

Railway System.	Gauge.	Year.	Coaching earnings.			Goods earnings.			Miscellaneous earnings.		Total gross earnings.
			Earnings from passengers carried.	Other coaching earnings.	Total coaching earnings.	Earnings from goods carried.	Other goods earnings.	Total goods earnings.	Electric telegraph earnings.	Other miscellaneous earnings.	
1	2	3	4	5	6	7	8	9	10	11	12
CLASS I—*contd.*			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
North Western (Commercial)	5′ 6″	*1936-37*	§	§	§	*10,37,84*	*12,90*	*10,46,46*	*1,79*	*30,11*	*15,92,61*
		1937-38	§	§	§	9,92,93	11,36	10,04,29	1,77	27,89	15,65,92
	2′ 6″	*1936-37*	§	§	§	*16,67*	*50*	*17,11*	*4*	*29*	*30,61*
		1937-38	§	§	§	16,92	57	17,49	4	6	32,94
North Western (Military)	5′ 6″	*1936-37*	§	§	§	*80,79*	*87*	*81,33*	*20*	*1,99*	*1,31,60*
		1937-38	§	§	§	84,56	67	85,23	17	2,49	1,38,46
	2′ 6″	*1936-37*	§	§	§	*3,74*	*5*	*3,77*	*1*	*15*	*5,71*
		1937-38	§	§	§	3,91	8	3,99	2	21	6,40
North Western (Total)	5′ 6″ & 2′ 6″	*1936-37*	*4,84,38*	*23,67*	*5,77,28*	*11,39,04*	*14,32*	*11,48,67*	*2,04*	*32,54*	*17,60,53*
		1937-38	4,99,61	1,00,46	6,00,07	10,98,32	12,68	11,11,00	2,00	30,65	17,43,72
Rohilkund and Kumaon	3′ 3⅜″	*1936-37*	*23,67*	*3,02*	*26,67*	*45,40*	*27*	*45,61*	*6*	*2,82*	*75,16*
		1937-38	24,90	3,24	28,14	42,39	23	42,62	5	4,37	75,18
South Indian	5′ 6″	*1936-37*	*58,07*	*12,92*	*70,89*	*1,14,05*	*75*	*1,14,65*	*9*	*1,82*	*1,87,45*
		1937-38	60,65	14,03	74,68	1,17,37	91	1,18,28	9	1,78	1,94,83
	3′ 3⅜″	*1936-37*	*1,55,52*	*14,31*	*1,69,72*	*1,64,90*	*2,03*	*1,66,65*	*27*	*10,98*	*3,47,62*
		1937-38	1,65,73	14,60	1,80,33	1,68,90	2,30	1,71,20	26	10,32	3,62,11
	2′ 6″	*1936-37*	*1,41*	*5*	*1,46*	*1,07*	*1*	*1,08*	*Nil*	*1*	*2,55*
		1937-38	1,58	6	1,64	1,25	1	1,26	Nil	1	2,91
Total Class I Railways	..	*1936-37*	*28,68,43*	*5,36,05*	*33,95,75*	*68,09,19*‡	*43,91*	*68,23,28*	*8,74*	*2,07,60*	*1,04,35,37*
		1937-38	29,32,20	5,33,58	34,59,98	66,70,57	37,90	66,91,89	8,19	1,94,79	1 03,54,85
CLASS II.											
Barsi Light	2′ 6″	*1936-37*	*6,30*	*77*	*7,07*	*7,79*	*8*	*7,87*	*4*	*37*	*15,35*
		1937-38	7,95	79	8,74	9,20	10	9,30	3	38	18,45
Bengal Dooars	3′ 3⅜″	*1936-37*	*3,26*	*71*	*3,97*	*13,03*	*3*	*13,06*	*2*	*24*	*17,29*
		1937-38	3,45	75	4,20	14,99	4	15,03	2	25	19,50
Bhavnagar State	3′ 3⅜″	*1936-37*	*14,62*	*1,40*	*16,02*	*15,93*	*11*	*16,04*	*34*	*78*	*33,18*
		1937-38	14,63	1,27	15,90	13,79	8	13,87	26	78	30,81
Bikaner State	3′ 3⅜″	*1936-37*	*17,21*	*1,85*	*19,06*	*19,33*	*7*	*19 40*	*19*	*76*	*39,41*
		1937-38	19,56	2,52	22,08	22,13	9	22,22	16	69	45,15
Darjeeling-Himalayan	2′ 0″	*1936-37*	*3,10*	*2,15*	*5,25*	*12,49*	*3*	*12,52*	*2*	*16*	*17,95*
		1937-38	2,96	1,88	4,84	11,60	4	11,64	2	25	16,75
Dibru-Sadiya	3′ 3⅜″	*1936-37*	*3,27*	*59*	*3,86*	*14,60*	*2*	*14,62*	*1*	*33*	*18,82*
		1937-38	3,30	57	3,87	16,72	2	16,74	1	59	21,21
Gaekwar's Baroda State	3′ 3⅜″	*1936-37*	*13,21*	*85*	*14,06*	*7,42*	*4*	*7,46*	*3*	*40*	*21,95*
		1937-38	13,04	85	13 89	8,13	12	8,25	4	51	22 69
	2′ 6″	*1936-37*	*10,33*	*53*	*10,86*	*11,55*	*4*	*11,59*	*12*	*1,04*	*23,61*
		1937-38	10,00	55	10,55	11,12	6	11,18	11	1,17	23,01
Gondal	3′ 3⅜″	†*1936-37*	*11,11*	*1,13*	*12,24*	*11,82*	*7*	*11,89*	*17*	*2,02*	*26,32*
		1937-38	11,38	1,22	12,60	13,68	5	13,73	17	2,39	28,89

† Includes figures of Porbandar State Railway for 7 months only, viz. from 1st September 1936 to 31st March 1937, as the working of the line was taken over by Gondal Railway from 1st September 1936.

§ Figures not required.

‡ Revised figures.

6.—*Details of Gross Earnings of each Railway System for the years 1936-37 and 1937-38*—contd.

[In thousands of rupees.]

Railway System.	Gauge.	Year.	Coaching earnings.			Goods earnings.			Miscellaneous earnings.		Total gross earnings.
			Earnings from passengers carried.	Other coaching earnings.	Total coaching earnings.	Earnings from goods carried.	Other goods earnings	Total goods earnings	Electric telegraph earnings.	Other miscellaneous earnings.	
1	2	3	4	5	6	7	8	9	10	11	12
CLASS II—*concld.*			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Jaipur State	3′ 3¼″	*1936-37*	*6,85*	*45*	*7,30*	*4,95*	*3*	*4,98*	*3*	*9*	*12,40*
		1937-38	7,19	50	7,69	5,43	3	5,46	3	13	13,31
Jamnagar Dwarka	3′ 3¼″	*1936-37*	*5,91*	*43*	*6,34*	*5,95*	*1*	*5,96*	*4*	*81*	*13,15*
		1937-38	7,09	43	7,52	6,57	2	6,59	4	77	14,92
Junagad State	3′ 3¼″	*1936-37*	*8,73*	*64*	*9,42*	*8,16*	*2*	*8,18*	*7*	*43*	*18,10*
		1937-38	8,63	60	9,28	9,37	4	9,41	7	49	19,25
Morvi	3′ 3¼″	*1936-37*	*8,45*	*1,28*	*9,73*	*8,03*	*2*	*8,05*	*11*	*27*	*18,16*
		1937-38	9,02	1,28	10,30	8,53	3	8,56	10	28	19,24
Mysore	3′ 3¼″	*1936-37*	*15,27*	*1,17*	*†16,44*	*12,72*	*16*	*†12,88*	*2*	*62*	*†29,96*
		1937-38	18,59	1,58	†20,17	18,60	24	†18,84	2	85	†39,88
	2′ 6″	*1936-37*	*1,92*	*6*	*1,98*	*90*	*1*	*91*	*Nil*	*1*	*2,90*
		1937-38	1,97	7	2,04	99	1	1,00	..	2	3,06
	2′ 0″	*1936-37*	*9*	*Nil*	*9*	*29*	*Nil*	*29*	*Nil*	*Nil*	*38*
		1937-38	8	1	9	29	Nil	29	..	..	38
Shahdara (Delhi) Saharanpur Light	2′ 6″	*1936-37*	*4,57*	*18*	*4,75*	*5,01*	*—23*	*4,78*	*Nil*	*13*	*9,66*
		1937-38	4,87	15	5,02	5,59	—12	5,47	Nil	13	10,62
Total Class II Railways	..	*1936-37*	*1,34,25*	*14,19*	*1,48,44*	*1,59,97*	*51*	*1,60,48*	*1,21*	*8,46*	*3,18,59*
		1937-38	1,43,76	15,02	1,58,78	1,76,73	85	1,77,58	1,08	9,68	3,47,12
CLASS III.											
Ahmadpur-Katwa	2′ 6″	*1936-37*	*63*	*2*	*65*	*18*	*Nil*	*18*	*Nil*	*2*	*85*
		1937-38	72	2	74	24	Nil	24	Nil	1	99
Arrah-Sasaram	2′ 6″	*1936-37*	*2,13*	*5*	*2,18*	*1,05*	*Nil*	*1,05*	*Nil*	*4*	*3,27*
		1937-38	2,28	6	2,34	1,08	Nil	1,08	Nil	2	3,44
Bankura Damoodar River	2′ 6″	*1936-37*	*69*	*3*	*72*	*40*	*Nil*	*40*	*Nil*	*2*	*1,14*
		1937-38	71	2	73	44	Nil	44	..	2	1,19
Baraset-Basirhat Light	2′ 6″	*1936-37*	*2,82*	*17*	*2,99*	*1,15*	*Nil*	*1,15*	..	*7*	*4,21*
		1937-38	3,79	13	3,92	1,02	Nil	1,02	..	3	4,97
Bengal Provincial	2′ 6″	*1936-37*	*53*	*4*	*57*	*23*	*Nil*	*23*	..	*16*	*96*
		1937-38	60	3	63	27	Nil	27	..	16	1,06
Bukhtiarpur Bihar Light	2′ 6″	*1936-37*	*1,88*	*8*	*1,96*	*81*	*3*	*84*	*Nil*	*2*	*2,82*
		1937-38	1,42	9	1,51	87	1	88	Nil	2	2,41
Burdwan Katwa	2′ 6″	*1936-37*	*85*	*5*	*90*	*19*	*Nil*	*19*	*Nil*	*3*	*1,12*
		1937-38	94	5	99	25	Nil	25	..	4	1,28
Cutch State	2′ 6″	*1936-37*	*1,24*	*25*	*1,49*	*77*	*17*	*94*	*Nil*	*7*	*2,50*
		1937-38	1,29	35	1,64	67	14	81	..	10	2,55

† Includes Shimoga Anandapuram Section Bus collections.

6.—*Details of Gross Earnings of each Railway System for the years 1936-37 and 1937-38*—concld.

[In thousands of rupees.]

Railway System.	Gauge.	Year.	Coaching earnings.			Goods earnings.			Miscellaneous earnings.		Total gross earnings.
			Earnings from passengers carried.	Other coaching earnings.	Total coaching earnings.	Earnings from goods carried.	Other goods earnings	Total goods earnings.	Electric telegraph earnings.	Other miscellaneous earnings.	
1	2	3	4	5	6	7	8	9	10	11	12
CLASS III—*concld.*			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Dehri-Rohtas Light	2′ 6″	*1936-37*	*19*	*1*	*20*	*1,37*	*2*	*1,39*	*1*	*5*	*1,65*
		1937-38	23	1	24	1,46	2	1,48	1	1	1,74
Dholpur State	2′ 6″	*1936-37*	*44*	*1*	*45*	*1,10*	*Nil*	*1,10*	*1*	*1*	*1,57*
		1937-38	57	2	59	1,18	Nil	1,18	1	2	1,80
Futwah-Islampur	2′ 6″	*1936-37*	*60*	*2*	*62*	*23*	*1*	*24*	*Nil*	*4*	*90*
		1937-38	81	1	82	27	2	29	Nil	1	1,12
Gwalior Light	2′ 0″	*1936-37*	*3,22*	*19*	*3,41*	*5,73*	*12*	*5,85*	*11*	*14*	*9,51*
		1937-38	3,23	27	3,50	4,61	16	4,77	8	17	8,52
Howrah-Amta Light	2′ 0″	*1936-37*	*6,45*	*29*	*6,74*	*1,56*	*Nil*	*1,56*	..	*4*	*8,34*
		1937-38	6,67	29	6,96	1,70	Nil	1,70	1	3	8,70
Howrah-Sheakhala Light	2′ 0″	*1936-37*	*1,07*	*59*	*1,66*	*27*	*Nil*	*27*	*Nil*	*1*	*1,94*
		1937-38	1,17	44	1,61	28	Nil	28	Nil	Nil	1,89
Jagadhri Light	2′ 0″	*1936-37*	*5*	..	*5*	*8*	*Nil*	*8*	*Nil*	*4*	*17*
		1937-38	6	..	6	8	Nil	8	Nil	1	15
Jorhat (Provincial)††	2′ 0″	*1936-37*	†	†	†	†	†	†	†	†	*1,13*
		1937-38	†	†	†	†	†	†	†	†	98
Kalighat-Falta	2′ 6″	*1936-37*	*1,11*	*2*	*1,13*	*41*	*Nil*	*41*	*Nil*	*6*	*1,60*
		1937-38	1,23	2	1,25	42	Nil	42	..	6	1,73
Kulasekarapatnam Light	2′ 0″	*1936-37*	*43*	..	*43*	*21*	*Nil*	*21*	*Nil*	*Nil*	*64*
		1937-38	42	..	42	21	Nil	21	..	..	63
Matheran Light	2′ 0″	*1936-37*	*65*	*13*	*78*	*11*	*Nil*	*11*	*Nil*	*12*	*1,01*
		1937-38	62	11	73	12	Nil	12	..	12	97
Tezpore-Balipara Light	2′ 6″	*1936-37*	*55*	*13*	*68*	*80*	*Nil*	*80*	*1*	*5*	*1,54*
		1937-38	48	12	60	89	Nil	89	1	13	1,63
Trivellore Light	2′ 0″	*1936-37*	*1*	†	*1*	†	†	†	†	†	*1*
		1937-38	1	†	1	†	†	†	†	†	1
Udaipur Chitorgarh	3′ 3½″	*1936-37*	*4,98*	*62*	*5,60*	*2,56*	*4*	*2,60*	*4*	*9*	*8,33*
		1937-38	5,21	49	5,70	2,68	4	2,72	4	8	8,54
Total Class III Railways	..	*1936-37*	*30,52*	*2,70*	*33,22*	*19 21*	*39*	*19,60*	*18*	*1,08*	*55,21*
		1937-38	32,46	2,53	34,99	18,74	39	19,13	16	1,04	56,30
Other items not included in the preceding heads.§	..	*1936-37*	..	..	..	..	..	..	..	..	*—2,44*
		1937-38	..	..	..	..	..	..	..	..	—1,27
GRAND TOTAL	..	*1936-37*	*(a) 30,33,20*	*(a) 5,52,94*	*35,77,41*	*(a) ‡69,88,37*	*(a) 44,81*	*70,03,36*	*10,13*	*2,17,14*	*1,08,06,73*
		1937-38	31,08,42	5,51,13	36,53,75	68,66,04	39,14	68,88,60	9,43	2,05,51	1,07,57,00

† Information not furnished.

(a) Includes refunds in the case of Class I Railways for 1936-37.

§ For details see foot-note in statement No. 5 for the year concerned.

‡ Revised figures.

†† This Railway has become the property of the Central Government under the Government of India Act 1935, with effect from 1-4-37.

7.—*Details of Working Expenses of each Railway*

NOTE—Up to the year 1935-36, the figures of total working expenses of *other than* State-managed railways (Class I) included and N. S. railways in respect of other than State-owned portions of their railway systems) include the

Railway System.	Gauge.	Year.	*Maintenance of Structural Works.*		*Maintenance and supply of Locomotive Power.*		*Maintenance of Carriage and Wagon Stock.*		*Electric Service Department.*	
			Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.
1	2	3	4	5	6	7	8	9	10	11
CLASS I.										
Assam-Bengal	3′ 3⅜″	*1936-37*	*28,06*	*15·51*	*29,70*	*16·40*	*11,12*	*6·15*	..	..
		1937-38	30,41	16·25	31,46	16·81	11,95	6·38	..	..
Bengal and North-Western	3′ 3⅜″	*1936-37*	*32,38*	*8·55*	*43,91*	*11·60*	*12,51*	*3·30*	..	..
		1937-38	30,63	7·97	45,83	11·93	13,03	3·39	..	..
Bengal-Nagpur	5′ 6″	*1936-37*	*83,14*	*10·26*	*1,45,84*	*18·00*	*67,79*	*8·37*	..	..
		1937-38	79,49	8·66	1,52,53	16·62	71,10	7·75	..	..
	2′ 6″	*1936-37*	*9,21*	*29·43*	*12,45*	*39·80*	*4,70*	*15·03*	..	..
		1937-38	9,60	29·15	13,29	40·33	5,00	15·17	..	..
Bombay, Baroda and Central India.	5′ 6″	*1936-37*	*43,13*	*6·00*	*93,41*	*13·00*	*37,76*	*5·25*	*31,17*	*4·34*
		1937-38	46,39	6·47	96,02	13·39	40,30	5·62	33,10	4·61
	3′ 3⅜″	*1936-37*	*31,55*	*6·03*	*92,07*	*17·59*	*29,37*	*5·61*	*9,78*	*1·87*
		1937-38	31,13	5·84	95,75	17·98	29,86	5·61	9,45	1·77
	2′ 6″	*1936-37*	*1,34*	*12·02*	*2,75*	*24·57*	*1,05*	*9·42*	*8*	*0·74*
		1937-38	1,54	14·09	3,07	28·10	1,00	9·13	8	0·76
Burma	3′ 3⅜″	*1936-37*	*42,39*	*11·45*	*69,46*	*18·76*	*15,46*	*4·18*	..	..
		1937-38	*	*	*	*	*	*	*	*
Eastern Bengal	5′ 6″	*1936-37*	*49,08*	*12·90*	*70,34*	*18·50*	*28,81*	*7·56*	..	..
		1937-38	51,00	13·40	73,04	19·20	28,62	7·54	..	..
	3′ 3⅜″	*1936-37*	*18,85*	*9·05*	*30,92*	*14·80*	*16,14*	*7·75*	..	..
		1937-38	18,95	8·84	31,34	14·60	16,66	7·77	..	..
	2′ 6″	*1936-37*	*20*	*16·10*	*55*	*45·30*	*10*	*8·35*	..	..
		1937-38	20	15·60	56	44·40	9	6·70	..	..
East Indian	5′ 6″	*1936-37*	*1,32,75*	*6·78*	*2,86,07*	*14·61*	*1,14,58*	*5·85*	..	—
		1937-38	1,53,37	7·25	3,19,97	15·13	1,33,33	6·30	..	..
Great Indian Peninsula	5′ 6″	*1936-37*	*91,01*	*6·63*	*2,01,69*	*14·69*	*77,23*	*5·63*	*71,37*	*5·20*
		1937-38	90,00	6·69	2,13,62	15·87	81,90	6·09	73,18	5·44
	2′ 6″	*1936-37*	*1,30*	*15·08*	*1,90*	*22·04*	*51*	*5·92*	..	..
		1937-38	1,17	14·30	1,71	21·00	66	8·05	..	..
Jodhpur	3′ 3⅜″	*1936-37*	*10,02*	*8·22*	*17,68*	*14·51*	*5,88*	*4·83*	..	..
		1937-38	10,29	8·12	18,08	14·27	5,39	4·26	..	..

*Figures not furnished due to separation.

system for the years 1936-37 and 1937-38. (*In thousands of rupees.*)

actual expenditure on 'Replacements and Renewals', but from 1936-37, all Class I railways (except B. & N. W., R. & K., Jodhpur figures of 'Appropriation to Depreciation Reserve Fund' instead.

Maintenance and working of Ferry Steamers and Harbours.		*Expenses of Traffic Department.*		*Expenses of General Departments.*		*Miscellaneous Expenses.*		§*Appropriation to Depreciation Reserve fund.*		*Total Working Expenses.*		Railway System.
Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	
12	13	14	15	16	17	18	19	20	21	22	23	24
												CLASS I.
5,24	*2·90*	*21,44*	*11·85*	*12,22*	*6·75*	*9,06*	*5·00*	*39,94*	*22·07*	*1,56,78*	*86·63*	Assam-Bengal.
4,98	2·66	22,12	11·82	12,41	6·63	8,73	4·67	39,78	21·26	1,61,84	86·48	
6,61	*1·75*	*33,56*	*8·86*	*16,36*	*4·32*	*7,71*	*2·04*	*§23,97*	*6·33*	*1,77,01*	*46·75*	Bengal and North Western.
7,28	1·89	35,32	9·19	16,16	4·20	7,67	2·00	§27,42	7·14	1,83,34	47·71	
7,09	*0·87*	*1,03,92*	*12·83*	*47,28*	*5·84*	*46,33*	*5·72*	*1,20,31*	*14·85*	*6,21,70*	*76·74*	Bengal-Nagpur.
7,22	0·79	1,03,39	11·26	50,01	5·45	48,29	5·26	1,20,33	13·11	6,32,36	68·90	
...	..	*7,05*	*22·53*	*3,14*	*10·03*	*1,50*	*4·79*	*9,27*	*29·63*	*47,32*	*151·24*	
...	..	6,65	20·20	3,26	9·90	1,55	4·70	9,39	28·51	43,74	147·96	
..	..	*71,01*	*9·88*	*29,08*	*4·05*	*27,17*	*3·78*	*84,65*	*11·78*	*4,17,38*	*58·08*	Bombay, Baroda and Central India.
..	..	71,80	10·01	28,92	4·03	28,32	3·95	84,64	11·80	4,29,49	59·88	
...	...	*43,50*	*8·31*	*23,93*	*4·57*	*17,50*	*3·35*	*37,67*	*7·20*	*2,85,37*	*54·53*	
..	..	46,39	8·71	23,90	4·49	18,99	3·57	37,74	7·09	2,93,21	55·06	
...	...	*1,34*	*11·96*	*55*	*4·88*	*6*	*0·56*	*58*	*5·20*	*7,75*	*69·35*	
...	...	1,37	12·53	53	4·79	17	1·57	58	5·32	8,34	76·29	
1,41	*0·38*	*42,25*	*11·42*	*18,56*	*5·01*	*16,80*	*4·53*	*58,19*	*15·72*	*2,64,52*	*71·45*	Burma.
*	*	*	*	*		*	*	*	*	*	*	
..	..	*60,49*	*15·90*	*23,23*	*6·10*	*24,98*	*6·56*	*56,98*	*15·00*	*3,13,91*	*82·40*	Eastern Bengal.
..	...	62,87	16·60	25,08	6·61	23,94	6·31	56,88	15·00	3,21,43	84·70	
4,22	*2·02*	*28,28*	*13·60*	*11,51*	*5·53*	*10,16*	*4·88*	*28,90*	*13·90*	*1,48,98*	*71·50*	
4,35	2·03	28,10	13·10	12,49	5·83	9,87	4·61	28,80	13·40	1,50,56	70·20	
...	..	*20*	*16·20*	*7*	*6·10*	*5*	*4·05*	*12*	*9·72*	*1,29*	*105·90*	
...	..	20	15·50	7	5·93	5	3·88	12	9·30	1,29	101·30	
1,66	*0·09*	*2,32,50*	*11·87*	*80,51*	*4·11*	*91,12*	*4·64*	*2,45,44*	*12·53*	*11,84,63*	*60·48*	East Indian.
2,09	0·10	2,40,31	11·36	84,47	4·00	92,30	4·36	2,46,17	11·64	12,72,01	60·14	
...	...	*1,36,90*	*9·97*	*57,81*	*4·21*	*45,19*	*3·29*	*1,91,72*	*13·96*	*8,72,92*	*63·58*	Great Indian Peninsula.
...	...	1,31,16	9·75	61,25	4·55	53,70	3·99	1,90,96	14·19	8,95,77	66·57	
..	..	*68*	*7·89*	*5*	*0·58*	*10*	*1·04*	..	..	*4,54*	*52·55*	
..	..	62	7·55	4	0·49	7	0·94	..	..	4,27	52·33	
...	...	*9,90*	*8·12*	*6,55*	*5·37*	*6,51*	*5·34*	*§8,82*	*7·24*	*65,36*	*53·63*	Jodhpur.
...	...	10,95	8·65	6,18	4·88	6,99	5·52	§7,90	6·24	65,78	51·94	

§ Includes replacements and renewals expenditure for other than State-owned portions as under :—

	1936-37	*1937-38*
B. & N. W. Railway (coy.'s portion)	Rs. 7,30 ..	Rs. 10,74
Jodhpur Railway (Durbar lines)	Rs. 6,96 ..	Rs. 5,97

7.—*Details of Working Expenses of each Railway*

NOTE—Up to the year 1935-36, the figures of total working expenses of *other than* State-managed railways (Class I) included and N. S. railways in respect of other than State-owned portions of their railway

Railway System.	Gauge.	Year.	*Maintenance of Structural Works.*		*Maintenance and supply of Locomotive Power.*		*Maintenance of Carriage and Wagon Stock.*		*Electric Service Department.*	
			Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.
1	2	3	4	5	6	7	8	9	10	11
CLASS I—*concld.*										
Madras and Southern Mahratta.	5′ 6″	*1936-37.*	*29,81*	*6·87*	*84,35*	*19·40*	*18,56*	*4·27*	..	..
		1937-38.	27,73	6·18	91,49	20·40	23,15	5·15	..	..
	3′ 3¾″	*1936-37.*	*29,26*	*9·09*	*62,57*	*19·40*	*12,72*	*3·95*	..	..
		1937-38.	27,79	9·01	68,55	22·20	12,53	4·07	..	..
Nizam's State	5′ 6″	*1936-37.*	*9,56*	*6·52*	*17,05*	*11·63*	*5,15*	*3·52*	..	..
		1937-38.	10,49	6·61	17,38	10·95	5,35	3·37	..	..
	3′ 3¾″	*1936-37.*	*8,91*	*10·84*	*11,56*	*14·05*	*3,55*	*4·31*	..	..
		1937-38.	8,45	9·78	11,88	13·75	3,61	4·17	..	..
North Western (Commercial).	5′ 6″	*1936-37.*	*1,12,74*	*7·08*	*2,72,40*	*17·11*	*95,41*	*5 99*	..	..
		1937-38.	1,07,70	6·88	3,04,80	19·46	1,01,72	6·50	..	..
	2′ 6″	*1936-37.*	*6,14*	*20·07*	*11,16*	*36·45*	*4,14*	*13·52*	..	..
		1937-38.	5,81	17·65	12,63	38·35	4,00	12·14	..	..
North Western (Military)	5′ 6″	*1936-37.*	*31,42*	*23·88*	*48,17*	*36·60*	*11,73*	*8·92*	..	..
		1937-38.	25,54	18·45	53,44	38·59	11,74	8·48	..	..
	2′ 6″	*1936-37.*	*3,83*	*66·96*	*3,59*	*62·80*	*85*	*14·94*	..	..
		1937-38.	3,71	57·89	4,17	65·22	71	11·10	..	..
North Western (Total)	..	*1936-37.*	*1,54,13*	*8·76*	*3,35,32*	*19·05*	*1,12,13*	*6·37*	..	..
		1937-38.	1,42,76	8·19	3,75,04	21·51	1,18,17	6·78	..	..
Rohilkund and Kumaon	3′ 3¾″	*1936-37.*	*5,71*	*7·59*	*10,07*	*13·39*	*2,43*	*3·24*	..	..
		1937-38.	5,93	7·89	11,52	15·32	2,59	3·44	..	..
South Indian	5′ 6″	*1936-37.*	†	†	†	†	†	†	..	..
		1937-38.	†	†	†	†	†	†	..	..
	3′ 3¾″	*1936-37.*	*‡40,37*	*‡7·51*	*‡1,12,36*	*‡20·90*	*‡22,24*	*‡4·14*	*3,93*	*0·73*
		1937-38.	‡41,55	‡7·42	‡1,20,11	‡21·46	‡20,65	‡3·69	4,40	0·79
	2′ 6″	*1936-37.*	†	†	†	†	†	†	..	..
		1937-38.	†	†	†	†	†	†	..	..
TOTAL CLASS I RAILWAYS	..	*1936-37.*	*8,52,16*	*8·17*	*17,32,02*	*16·60*	*5,99,79*	*5·75*	*1,16,33*	*1·11*
		1937-38 (*a*)	8,18,87	7·91	17,92,24	17·31	6,24,94	6·03	1,20,21	1·16

† Included with 3′ 3¾″ gauge.
‡ Includes 5′ 6″ and 2′ 6″ Gauges.
(*a*) Exclusive of Burma Railways due to separation.

System for the years 1936-37 and 1937-38. (In thousands of rupees.)—contd.

actual expenditure on 'Replacements and Renewals', but from 1936-37, all Class I railways (except B. & N. W., R. & K., Jodhpur systems) include the figures of 'Appropriation to Depreciation Reserve Fund' instead.

Maintenance and working of Ferry Steamers and Harbours.		*Expenses of Traffic Department.*		*Expenses of General Departments.*		*Miscellaneous Expenses.*		§*Appropriation to Depreciation Reserve Fund.*		*Total Working Expenses.*		Railway System.
Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	
12	13	14	15	16	17	18	19	20	21	22	23	24
												CLASS I—*concld.*
--	..	*37,39*	*8·61*	*21,46*	*4·94*	*20,77*	*4·78*	*55,74*	*12·80*	*2,68,08*	*61·70*	Madras and Southern Mahratta.
--	..	38,20	8·51	23,50	5·23	22,05	4·91	55,70	12·40	2,81,82	62·80	
4,63	*1·43*	*33,73*	*10·50*	*17,29*	*5·37*	*12,86*	*4·00*	*33,04*	*10·30*	¶*2,06,10*	*64·00*	
5,11	1·66	32,75	10·60	18,23	5·91	13,33	4·32	33,14	10·80	¶2,11,43	68·60	
--	..	*10,56*	*7·20*	*8,38*	*5·72*	*4,59*	*3·13*	§*10,59*	*7·23*	*65,38*	*44·95*	Nizam's State.
..	..	11,15	7·02	8,12	5·12	3,93	2·48	§11,42	7·20	67,84	42·75	
--	..	*8,14*	*9·90*	*7,12*	*8·66*	*3,35*	*4·07*	§*6,36*	*7·73*	*48,99*	*59·56*	
..	..	8,30	9·60	6,99	8·09	2,92	3·38	§6,68	7·73	48,83	56·50	
..	..	*1,60,17*	*10·06*	*71,25*	*4·47*	*58,67*	*3·68*	*1,76,81*	*11·10*	*9,47,45*	*59·49*	North Western (Commercial).
--	..	1,53,01	9·77	76,32	4·87	59,86	3·82	1,77,08	11·31	9,80,49	62·61	
..	..	*5,47*	*17·86*	*1,45*	*4·74*	*1,83*	*5·98*	*11,40*	*37·24*	*41,59*	*135·86*	
..	..	5,56	16·89	1,59	4·82	1,97	5·96	11,33	34·40	42,89	130·21	
--	..	*19,95*	*15·16*	*11,71*	*8·90*	*8,42*	*6·40*	*52,38*	*39·80*	*1,83,78*	*139·66*	North Western (Military).
--	..	19,47	14·06	11,73	8·47	7,04	5·08	52,03	37·58	1,80,99	130·71	
..	..	*2,17*	*38·00*	*97*	*16·97*	*46*	*8·13*	*4,29*	*75·20*	*16,16*	*283·00*	
..	..	1,89	29·59	97	15·12	47	7·30	4,30	67·12	16,22	253·34	
..	..	*1,87,76*	*10·66*	*85,38*	*4·85*	*69,38*	*3·94*	*2,44,88*	*13·91*	*11,88,98*	*67·54*	North Western (Total).
..	..	1,79,93	10·32	90,61	5·20	69,34	3·97	2,44,74	14·03	12,20,59	70·00	
--	..	*4,69*	*6·25*	*4,44*	*5·91*	*1,72*	*2·28*	§*5,45*	*7·25*	*34,51*	*45·91*	Rohilkhund and Kumaon.
--	..	4,90	6·51	4,68	6·23	1,66	2·21	§6,41	8·53	37,69	50·13	
†	†	†	†	†	†	†	†	†	†	*1,05,51*	*56·28*	South Indian.
†	†	†	†	†	†	†	†	†	†	1,11,69	57·33	
‡*2,85*	‡*0·53*	‡*49,87*	‡*9·28*	‡*30,20*	‡*5·62*	‡*27,45*	‡*5·10*	‡*75,78*	‡*14·09*	*2,54,60*	*73·24*	
‡2,86	‡0·51	‡51,19	‡9·13	‡30,33	‡5·42	‡28,17	‡5·03	‡76,12	‡13·60	2,58,93	71·51	
†	†	†	†	†	†	†	†	†	†	*4,94*	*193·73*	
†	†	†	†	†	†	†	†	†	†	4,76	163·57	
33,71	*0·32*	*11,25,16*	*10·78*	*5,05,12*	*4·84*	*4,44,36*	*4·26*	*13,38,40*	*12·83*	*67,47,05*	*64·66*	TOTAL CLASS I RAILWAYS.
33,89	0·33	10,87,66	10·50	5,07,24	4·90	4,42,04	4·27	12,84,92	12·41	67,12,01	64·82	

† Included with 3′ 3⅜″ gauge.
‡ Includes 5′ 6″ and 2′ 6″ gauges
¶ Includes Mormugáo Harbour Expenses shown under columns 12 and 13.
§ Includes replacements and renewals expenditure for other than State-owned portions as under :—

	1936-37.	*1937-38.*
Nizam's State Ry. (H. E. H.'s Govt. lines)	Rs. 16,19 (B.G. Rs. 10,29 & M.G. Rs. 5,90)	Rs. 17,34 (B. G. Rs. 11,12 & M. G. Rs. 6,22)
R. & K. Ry. (Coy.'s. portion)	Rs. 1,26 ..	Rs. 2,17.

7.—*Details of Working Expenses* of each Railway*

Railways System.	Gauge.	Year.	*Maintenance of Structural Works.*		*Maintenance and supply of Locomotive Power.*		*Maintenance of Carriage and Wagon Stock.*		*Electric Service Department.*	
			Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Percent. of gross earnings.
1	2	3	4	5	6	7	8	9	10	11
CLASS II.										
Barsi Light	2′ 6″	*1936-37*	*1,54*	*10·06*	*3,42*	*22·26*	*68*	*4·44*	..	..
		1937-38	1,54	8·39	3,36	18·20	65	3·50	..	..
Bengal Dooars	3′ 3⅜″	*1936-37*	*3,41*	*19·72*	*1,66*	*9·60*	*83*	*4·80*	..	..
		1937-38	3,09	15·88	2,02	10·35	79	4·04	..	..
Bhavnagar State	3′ 3⅜″	*1936-37*	*3,99*	*12·03*	*6,35*	*19·15*	*1,69*	*5·08*	..	..
		1937-38	3,62	11·76	7,14	23·17	1,82	5·91	..	..
Bikaner State	3′ 3⅜″	*1936-37*	*6,21*	*15·76*	*9,54*	*24·21*	*3,40*	*8·63*	..	..
		1937-38	6,88	15·25	10,19	22·57	3,49	7·72	..	..
Darjeeling-Himalayan§	2′ 0″	*1936-37*	*2,14*	*11·92*	*3,35*	*18·66*	*1,69*	*9·42*	..	..
		1937-38	2,57	15·34	3,42	20·42	1,57	9·38	..	..
Dibru-Sadiya	3′ 3⅜″	*1936-37*	*2,45*	*13·02*	*4,08*	*21·68*	*2,31*	*12·27*	..	..
		1937-38	2,23	10·51	4,14	19·52	1,85	8·72	..	..
Gaekwar's Baroda State	3′ 3⅜″	*1936-37*	*3,64*	*16·57*	*4,84*	*22·07*	*1,59*	*7·27*	..	..
		1937-38	4,04	17·79	5,41	23·87	1,08	4·79	..	..
	2′ 6″	*1936-37*	*5,72*	*24·24*	*4,29*	*18·15*	*1,74*	*7·40*	..	..
		1937-38	5,36	23·28	4,04	17·54	1,93	8·39	..	..
Gondal‡	3′ 3⅜″	*1936-37*	*3,37*	*12·82*	*3,87*	*14·70*	*1,07*	*4·08*	..	..
		1937-38	4,31	14·91	3,44	11·92	1,42	4·92	..	..
Jaipur State	3′ 3⅜″	*1936-37*	*1,80*	*14·52*	*2,01*	*16·22*	*85*	*6·87*	*8*	*0·67*
		1937-38	3,23	24·27	2,15	16·10	62	4·67	19	1·44
Jamnagar Dwarka	3′ 3⅜″	*1936-37*	*1,43*	*10·86*	*2,76*	*21·00*	*69*	*5·25*	..	..
		1937-38	2,07	13·88	2,36	15·82	73	4·92	..	..
Junagad State	3′ 3⅜″	*1936-37*	*2,41*	†*13·31*	*3,02*	*16·69*	*1,07*	*5·89*	..	..
		1937-38	2,32	12·05	3,33	17·31	81	4·21	..	..
Morvi	3′ 3⅜″	*1936-37*	*—33*	*—1·81*	*3,51*	*19·33*	*86*	*4·75*	..	..
		1937-38	76	3·97	2,72	14·15	95	4·96	..	..
Mysore	3′ 3⅜″	*1936-37*	*4,93*	*16·47*	*10,19*	*33·99*	*2,01*	*6·69*	..	..
		1937-38	5,69	14·26	12,90	32·34	2,25	5·66	..	..
	2′ 6″	*1936-37*	*47*	*16·27*	*99*	*34·01*	*20*	*6·87*	..	..
		1937-38	49	15·90	1,04	34·23	20	6·27	..	..
	2′ 0″	*1936-37*	*6*	*16·78*	*12*	*31·27*	*3*	*6·67*	..	..
		1937-38	6	15·06	12	33·63	3	5·90	..	..
Shahdara (Delhi) Saharanpur Light.	2′ 6″	*1936-37*	*1,59*	*16·50*	*1,31*	*13·50*	*23*	*2·30*	..	..
		1937-38	1,10	10·34	1,40	13·21	59	5·57	..	..
TOTAL CLASS II RAILWAYS	..	*1936-37*	*44,83*	*14·07*	*65,31*	*20·50*	*20,94*	*6·57*	*8*	*0·03*
		1937-38	49,36	14·22	69,18	19·93	20,78	5·98	19	0·06

* Including Replacement and Renewal or Appropriation to Depreciation Reserve Fund as the case may be.
§ Includes the Darjeeling Himalayan Extension Rly.
‡ Includes the Porbandar State Railway.
†Revised figures.

System for the years 1936-37 and 1937-38. (In thousands of rupees.)—contd.

Maintenance and working of Ferry Steamers and Harbours.		*Expenses of Traffic Department.*		*Expenses of General Departments.*		*Miscellaneous Expenses.*		*Total Working Expenses.*		Railway System.
Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	
12	13	14	15	16	17	18	19	20	21	22
										CLASS II.
..	..	*1,48*	*9·64*	*2,87*	*18·68*	*88*	*5·74*	*10,87*	*70·82*	Barsi Light.
..	..	1,52	8·23	2,74	14·86	77	4·18	10,58	57·36	
21	*1·22*	*2,20*	*12·73*	*2,06*	*11·92*	*61*	*3·53*	*10,98*	*63·52*	Bengal Dooars.
19	0·96	2,19	11·22	2,22	11·37	1,17	6·00	11,67	59·82	
..	..	*4,42*	*13·32*	*2,40*	*7·24*	*77*	*2·32*	*19,62*	*59·14*	Bhavnagar State.
..	..	4,20	13·63	2,36	7·65	96	3·11	20,10	65·23	
..	..	*4,09*	*10·37*	*2,89*	*7·33*	*1,37*	*3·48*	*27,50*	*69·78*	Bikaner State.
..	..	4,17	9·23	2,77	6·15	1,68	3·72	29,18	64·64	
..	..	*2,23*	*12·42*	*1,56*	*8·69*	*98*	*5·46*	*11,95*	*66·57*	Darjeeling Himalayan.§
..	..	2,35	14·03	1,50	8·95	1,02	6·09	12,43	74·21	
..	..	*1,99*	*10·57*	*1,56*	*8·29*	*13*	*0·69*	*12,52*	*66·52*	Dibru-Sadiya.
..	..	1,96	9·24	1,50	7·07	9	0·43	11,77	55·49	
..	..	*2,72*	*12·38*	*1,14*	*5·18*	*35*	*1·60*	*14,28*	*65·07*	Gaekwar's Baroda State.
..	..	2,89	12·72	1,25	5·50	37	1·62	15,04	66·29	
..	..	*3,06*	*12·97*	*1,46*	*6·17*	*44*	*1·86*	*16,71*	*70·79*	
..	..	3,02	13·14	1,49	6·46	40	1·75	16,24	70·56	
..	..	*2,43*	*9·22*	*1,34*	*5·08*	*41*	*1·55*	*12,49*	*47·45*	Gondal.‡
..	..	1,24	4·31	1,14	3·93	40	1·37	11,95	41·36	
..	..	*79*	*6·35*	*77*	*6.18*	*12*	*1·01*	*6,42*	*51.82*	Jaipur State.
..	..	78	5·82	84	6·33	16	1·23	7,97	59·86	
..	..	*1,42*	*10·76*	*97*	*7·41*	*37*	*2·77*	*7,64*	*58·05*	Jamnagar Dwarka.
..	..	1,45	9·67	87	5·81	35	2·34	7,83	52·44	
..	..	*1,91*	*10·55*	*95*	*5·25*	*40*	*2·22*	*9,76*	*53·91*	Junagad State.
..	..	1,95	10·13	1,00	5·17	42	2·19	9,83	51·06	
..	..	*1,74*	*9·57*	*80*	*4·42*	*3,78*	*20·80*	*10,36*	*57·06*	Morvi.
..	..	1,62	8·40	83	4·29	2,92	15·19	9,80	50·96	
..	..	*4,31*	*14·40*	*2,38*	*7·95*	*1,19*	*3·98*	*25,01*	*83·48*	Mysore.
..	..	5,77	14·47	2,70	6·78	1,35	3·37	30,66	76·88	
..	..	*42*	*14·40*	*23*	*8·00*	*11*	*3·82*	*2,42*	*83.37*	
..	..	45	14·81	22	7·16	10	3·47	2,50	81·84	
..		*5*	*14·44*	*3*	*8·07*	*2*	*4·32*	*31*	*81·55*	
..	..	6	15·30	3	7·20	1	3·09	31	80·18	
..	..	*93*	*9·70*	*57*	*5·90*	*22*	*2·30*	*4,85*	*50·20*	Shahdara (Delhi) Saharanpur Light.
..	..	96	9·00	57	5·38	23	2·19	4,85	45·69	
21	*0·07*	*36,19*	*11·36*	*23,98*	*7·52*	*12,15*	*3·81*	*2,03,69*	*63·93*	TOTAL CLASS II RAILWAYS.
19	0·06	36,58	10·54	24,03	6·92	12,40	3·57	2,12,71	61·28	

§ Includes the Darjeeling Himalayan Extension Railway.
‡ Includes the Porbandar State Railway.

7.—Details of Working Expenses* of each Railway

Railway System.	Gauge.	Year.	Maintenance of Structural works.		Maintenance and supply of Locomotive Power and Maintenance of Carriage and Wagon Stock.	
			Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.
1	2	3	4	5	6	7
CLASS III.						
Ahmadpur-Katwa	2′ 6″	*1936-37*	*29*	*34·29*	*24*	*27·98*
		1937-38	27	26·86	27	26·96
Arrah-Sasaram Light	2′ 6″	*1936-37*	*59*	*17·90*	*82*	*25·00*
		1937-38	57	16·58	89	25·98
Bankura-Damoodar River	2′ 6″	*1936-37*	*33*	*28·62*	*36*	*31·69*
		1937-38	37	30·98	41	34·01
Baraset-Basirhat Light	2′ 6″	*1936-37*	*1,07*	*25·40*	*1,22*	*28·90*
		1937-38	85	17·18	1,42	28·67
Bengal Provincial	2′ 6″	*1936-37*	*20*	*20·68*	*35*	*36·15*
		1937-38	21	19·15	40	37·98
Bukhtiarpur-Bihar Light	2′ 6″	*1936-37*	*75*	*26·70*	*58*	*20·70*
		1937-38	65	26·96	60	24·93
Burdwan-Katwa	2′ 6″	*1936-37*	*27*	*24·30*	*38*	*33·41*
		1937-38	28	22·05	38	28·84
Cutch State	2′ 6″	*1936-37*	*34*	*13·57*	*66*	*26·40*
		1937-38	40	15·68	74	28·87
Debri-Rohtas Light	2′ 6″	*1936-37*	*29*	*17·47*	*71*	*43·43*
		1937-38	33	18·95	52	29·85
Dholpur-State	2′ 6″	*1936-37*	*22*	*13·86*	*69*	*43·94*
		1937-38	10	5·50	67	37·08
Futwah-Islampur	2′ 6″	*1936-37*	*45*	*50·10*	*23*	*25·30*
		1937-38	38	33·87	31	27·62

* Including Replacement and Renewals or Appropriation to Depreciation Reserve Fund as the case may be.

System for the years 1936-37 and 1937-38. (*In thousands of rupees.*)—contd.

Expenses of Traffic Department.		*Expenses of General Departments.*		*Miscellaneous Expenses.*		*Total Working Expenses.*		Railway System.
Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	
8	9	10	11	12	13	14	15	16
								CLASS III.
22	*26·34*	*19*	*22·57*	*2*	*2·48*	*96*	*113·66*	Ahmadpur-Katwa.
24	23·99	17	17·66	2	2·08	97	97·55	
44	*13·50*	*33*	*10·00*	*9*	*2·90*	*2,27*	*69·30*	Arrah-Sasaram Light.
44	12·77	33	9·43	10	3·03	2,33	67·79	
23	*20·11*	*28*	*24·83*	*4*	*3·20*	*1,24*	*108·45*	Bankura-Damoodar River.
25	21·04	28	23·85	3	3·07	1,34	112·95	
1,04	*24·60*	*42*	*9·90*	*18*	*4·40*	*3,93*	*93·20*	Baraset-Basirhat Light.
1,02	20·54	43	8·56	23	4·55	3,95	79·50	
20	*21·25*	*16*	*16·44*	*1*	*1·59*	*92*	*96·11*	Bengal Provincial.
20	18·76	16	15·09	1	1·10	98	92·08	
46	*16·20*	*27*	*9·70*	*10*	*3·30*	*2,16*	*76·60*	Bukhtiarpur-Bihar Light.
40	16·67	28	11·78	9	3·53	2,02	83·87	
27	*23·99*	*22*	*20·02*	*3*	*2·60*	*1,17*	*104·32*	Burdwan-Katwa.
29	22·80	22	17·20	3	2·41	1,20	93·30	
26	*10·49*	*20*	*7·98*	..	*0·06*	*1,46*	*58·50*	Cutch State.
26	10·34	22	8·48	..	0·07	1,62	63·44	
19	*11·55*	*18*	*10·73*	*4*	*2·44*	*1,41*	*85·62*	Dehri-Rohtas Light.
19	11·01	12	6·51	4	2·49	1,20	68·81	
16	*10·47*	*17*	*10·75*	*1*	*0·50*	*1,25*	*79·52*	Dholpur-State.
16	8·79	19	10·84	1	0·47	1,13	62·68	
19	*21·80*	*15*	*17·00*	*3*	*3·10*	*1,05*	*117·30*	Futwah-Islampur.
21	18·72	15	13·81	4	3·30	1,09	97·32	

7.—*Details of Working Expenses* of each Railway*

Railway System.	Gauge.	Year.	*Maintenance of Structural Works.*		*Maintenance and Supply of Locomotive Power and Maintenance of Carriage and Wagon Stock.*	
			Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.
1	2	3	4	5	6	7
CLASS III—*concld.*						
Gwalior Light	2′ 0″	*1936-37*	*1,13*	*11·38*	*3,25*	*34·17*
		1937-38	1,06	12·44	3,42	40·14
Howrah Amta Light	2′ 0″	*1936-37*	*1,43*	*17·20*	*1,92*	*23·00*
		1937-38	1,09	12·54	2,32	26·69
Howrah-Sheakhala Light	2′ 0″	*1936-37*	*47*	*24·10*	*39*	*20·30*
		1937-38	45	23·20	38	20·25
Jagadhri Light	2′ 0″	*1936-37*	*2*	*9·43*	*5*	*30·01*
		1937-38	1	7·80	6	38·45
Jorhat (Provincial)‡	2′ 0″	*1936†*	*31*	*27·60*	*57*	*50·61*
		1937†	29	29·59	52	53·23
Kalighat-Falta	2′ 6″	*1936-37*	*26*	*16·22*	*57*	*35·94*
		1937-38	32	18·39	69	40·15
Kulasekarapatnam Light	2′ 0″	*1936-37*	*19*	*29·62*	*89*	*138·13*
		1937-38	21	34·30	28	44·12
Matheran Light	2′ 0″	*1936-37*	*17*	*16·83*	*21*	*20·30*
		1937-38	19	19·59	29	30·41
Tezpore-Balipara	2′ 6″	*1936-37*	*17*	*10·72*	*46*	*29·89*
		1937-38	12	7·52	43	26·25
Trivellore Light	2′ 0″	*1936-37*	..	*17·60*	*2*	*142·62*
		1937-38	..	15·99	1	143·67
Udaipur-Chitorgarh	3′ 3⅜″	*1936-37*	*1,15*	*13·84*	*3,35*	*40·24*
		1937-38	1,53	17·96	2,97	34·71
TOTAL CLASS III RAILWAYS . .		*1936-37*	*10,10*	*18·29*	*17,92*	*32·46*
		1937-38	9,68	17·19	17,98	31·94

* Including Replacement and Renewal or Appropriation to Depreciation Reserve Fund as the case may be.
† Figures are in respect of the calendar year.
‡ *See* explanation on page 61.

System for the years 1936-37 and 1937-38. (In thousands of rupees.)—concld.

Expenses of Traffic Department.		*Expenses of General Departments.*		*Miscellaneous Expenses.*		*Total Working Expenses.*		Railway System.
Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings	
8	9	10	11	12	13	14	15	16
								CLASS III—*concld.*
71	*7·47*	*54*	*5·68*	*43*	*4·52*	*6,06*	*63·72*	Gwalior Light.
70	8·22	59	6·93	37	4·34	6,14	72·07	
1,59	*19·10*	*55*	*6·50*	*46*	*5·50*	*5,95*	*71·30*	Howrah Amta Light.
1,60	18·37	58	6·65	46	5·31	6,05	69·56	
42	*21·70*	*21*	*10·60*	*10*	*5·10*	*1,59*	*81·80*	Howrah-Sheakhala Light.
42	22·31	23	12·40	11	5·80	1,59	83·96	
3	*19·20*	*2*	*11·75*	*2*	*9·75*	*14*	*80·14*	Jagadhri Light.
4	22·54	2	13·61	1	8·42	14	90·83	
44	*39·04*	*13*	*11·64*	*4*	*3·36*	*1,49*	*132·25*	Jorhat(Provincial)‡
44	45·34	12	12·32	4	4·05	1,41	144·53	
31	*19·54*	*26*	*16·31*	*7*	*4·14*	*1,47*	*92·15*	Kalighat-Falta.
35	20·12	27	15·72	8	4·38	1,71	98·76	
10	*16·53*	*3*	*4·41*	..	..	*1,21*	*188·69*	Kulasekarapatnam Light.
13	20·39	3	4·40	..	..	65	103·21	
9	*8·91*	*13*	*12·87*	*9*	*9·40*	*69*	*68·31*	Matheran Light.
9	9·28	16	16·49	6	5·67	79	81·44	
32	*20·95*	*22*	*14·03*	*3*	*2·12*	*1,20*	*77·71*	Tezpore-Balipara.
34	20·56	22	13·42	3	1·96	1,14	69·71	
1	*118·99*	*1*	*44·01*	..	*9·05*	*4*	*332·27*	Trivellore Light.
1	99·25	1	80·71	..	65·91	3	405·53	
1,06	*12·69*	*48*	*5·78*	*16*	*1·87*	*6,20*	*74·42*	Udaipur-Chitorgarh.
1,13	13 17	58	6·78	18	2·15	6,39	74·77	
8,74	*15·83*	*5,15*	*9·33*	*1,95*	*3·53*	*43,86*	*79·44*	TOTAL CLASS III RAILWAYS.
8,91	15·82	5,36	9·52	1,94	3·45	43,87	77·92	

‡ With effect from 1-4-1937, this railway has become the property of the Central Government under the Government of India Act, 1935.

STATISTICAL STATEMENTS.

8.—Mileage Statement

CLASS I

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	Route mileage open on 31st March 1938.				Track mileage open on 31st March 1938.			
				Single line.	Double line.	Treble lines, etc., as the case may be.	Total.	Running track.	Transportation sidings.	Commercial sidings.	Total.
1	2	3	4	5	6	7	8	9	10	11	12
1	Assam Bengal—	3′ 3½″	1-7-95	1,128·93	2·50	..	1,131·43	1,133·93	232·99	18·95	1,385·87
	Chaparmukh-Silghat	3′ 3½″	30-3-20	50·81	..	..	50·81	50·81	4·12	..	54·93
	Katakhal Lalabazar	3′ 3½″	1-4-23	23·49	..	..	23·49	23·49	1·03	..	24·52
	Mymensingh-Bhairab Bazar	3′ 3½″	20-3-17	99·82	..	..	99·82	99·82	18·84	0·36	119·02
	Total—1			1,303·05	2·50	..	1,305·55	1,308·05	256·98	19·31	1,584·34
2	Bengal and North-Western	3′ 3½″	2-4-84	1,269·05	..	..	1,269·05	1,269·05	280·14	39·25	1,588·44
	Mashrak-Thawe	3′ 3½″	12-1-31	39·32	..	..	39·32	39·32	4·64	1·95	45·91
	Tirhoot	3′ 3½″	1-11-75	802·33	10·05	..	812·38	822·43	206·76	22·64	1,051·83
	Total—2			2,110·70	10·05	..	2,120·75	2,130·80	491·54	63·84	2,686·18
3	Bengal-Nagpur	5′ 6″	27-11-88	2,157·23	254·84	..	2,412·07	2,666·91	641·46	155·43	3,463·80
	Central India Coal-fields	5′ 6″	17-6-28	53·84	..	..	53·84	53·84	4·44	2·21	60·49
	Mayurbhanj	2′ 6″	20-1-05	70·64	..	..	70·64	70·64	3·61	0·10	74·35
	Parlakimedi Light	2′ 6″	1-4-00	56·30	..	..	56·30	56·30	1·83	1·42	59·55
	Purulia-Ranchi	2′ 6″	15-11-07	116·54	..	..	116·54	116·54	11·30	0·05	127·89
	Raipur-Dhamtari	2′ 6″	10-9-00	56·94	..	..	56·94	56·94	4·88	0·65	62·47
	Satpura	2′ 6″	18-4-03	625·92	..	..	625·92	625·92	61·72	11·88	699·52
	Total—3			3,137·41	254·84	..	3,392·25	3,647·09	729·24	171·74	4,548·07

for the year 1937-38.

RAILWAYS.

ROUTE MILEAGE OPENED DURING THE YEAR 1937-38.		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1938.				Classification.	Name of Railway.
		SANCTIONED BUT NOT COMMENCED. (a)		UNDER CONSTRUCTION. (b)			
Section.	Miles.	Section.	Miles.	Section.	Miles.		
13	14	15	16	17	18	19	20
..	..	..	..	..	..	State line.	Assam Bengal—
..	..	..	..	..	..	Branch lines under guarantee terms.†	Chaparmukh-Silghat.
..	..	..	..	..	..		Katakhal-Lalabazar.
..	..	..	..	..	..	Branch line under guarantee and rebate terms.	Mymensingh-Bhairab Bazar.
	..		..		..		Total—1.
..	..	..	..	..	..	Line subsidized by the Government of India.*	Bengal and North-Western—
..	..	..	..	..	..	State lines.	Mashrak-Thawe.
..	..	..	..	..	..		Tirhoot.
	..		..		..		Total—2.
..	..	..	..	..	..	State line.	Bengal Nagpur—
..	..	..	..	..	..	State line.	Central India Coal-fields.
..	..	..	..	..	..	Branch line under rebate terms.	Mayurbhanj.
..	..	..	..	..	..	Unassisted company's line.	Parlakimedi Light.
..	..	..	..	..	..	State lines.	Purulia-Ranchi.
..	..	..	..	..	..		Raipur Dhamtari.
..	..	..	..	..	..		Satpura.
	..		..		..		Total—3.

*Receives 1 and only from Government.

(a) Lines sanctioned for construction more than 5 years ago but on which work has not commenced, are not shown.

(b) Lines technically under construction but on which work has been suspended or held in abeyance, indefinitely, are not shown.

† Ganranteed by the Govt. of India & also receives a subsidy from the Assam Government.

8.—*Mileage Statement*

CLASS I

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	Route mileage open on 31st March 1938.				Track mileage open on 31st March 1938.			
				Single line.	Double line.	Treble lines, etc., as the case may be.	Total.	Running track.	Transportation sidings.	Commercial sidings.	Total.
1	2	3	4	5	6	7	8	9	10	11	12
4	Bombay, Baroda and Central India—	5′ 6″	10-2-60	775·04	240·82	*19·44	1,035·30	1,334·18	351·18	96·24	1,781·60
	Nagda-Ujjain . . .	5′ 6″	15-7-96	34·79	..	..	34·79	34·79	4·49	1·01	40·29
	Gaekwar's Petlad . .	5′ 6″	5-5-90	21·42	..	..	21·42	21·42	1·28	2·45	25·15
	Tarapur-Cambay State .	5′ 6″	20-6-01	12·35	..	..	12·35	12·35	1·48	2·38	16·21
	Tapti Valley . . .	5′ 6″	1-12-98	155·72	..	..	155·72	155·72	7·87	4·05	167·64
	Bombay, Baroda and Central India.	3′ 3 3/8″	14-2-73	1,876·12	2·82	..	1,878·94	1,881·76	390·51	26·77	2,299·04
	Ahmedabad-Parantij . .	3′ 3 3/8″	1-5-97	88·73	..	..	88·73	88·73	8·70	1·49	98·92
	Dhrangadra . . .	3′ 3 3/8″	1-6-98	40·28	..	..	40·28	40·28	5·24	13·30	58·82
	Palanpur State . .	3′ 3 3/8″	8-11-93	17·11	..	..	17·11	17·11	1·47	..	18·58
	Bombay, Baroda and Central India.	2′ 6″	23-11-14	72·28	..	..	72·28	72·28	4·90	3·32	80·50
	Champaner-Shivrajpur-Pani Light.	2′ 6″	2-2-11	30·68	..	..	30·68	30·68	3·90	3·07	37·65
	Godhra-Lunavada . .	2′ 6″	4-2-13	25·49	..	..	25·49	25·49	1·81	0·85	28·15
	Nadiad-Kapadvanj . .	2′ 6″	5-3-13	28·18	..	..	28·18	28·18	3·48	1·39	33·05
	Rajpipla State . . .	2′ 6″	1-7-97	58·37	..	..	58·37	58·37	3·70	1·19	63·26
	Piplod-Devgad Baria. .	2′ 6″	1-1-29	9·52	..	..	9·52	9·52	0·54	1·03	11·09
	Total—4 .			3,246·08	243·64	19·44	3,509·16	3,810·86	790·55	158·54	4,759·95

* 0·26 miles treble and 19·18 miles quadruple.

for the year 1937-38—contd.

RAILWAYS—*contd.*

ROUTE MILEAGE OPENED DURING THE YEAR 1937-38.		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1938.				Classification.	Name of Railway.
		SANCTIONED BUT NOT COMMENCED. (a)		UNDER CONSTRUCTION. (b)			
Section.	Miles.	Section.	Miles.	Section.	Miles.		
13	14	15	16	17	18	19	20
..	..	..	..	..	..	State line.	Bombay, Baroda and Central India—
..	..	..	..	..	..	Indian State lines.	Nagda-Ujjain.
..	..	..	..	..	..		Gaekwar's Petlad.
..	..	..	..	..	..		Tarapur Cambay State.
..	..	..	..	..	..	Branch line under rebate terms.	Tapti Valley.
..	..	..	..	..	..	State line.	Bombay, Baroda and Central India—
..	..	..	..	..	..	Branch line under rebate terms.	Ahmedabad-Parantij
..	..	..	..	..	..	Indian State line.	Dhrangadra.
..	..	..	..	..	..	Indian State line.	Palanpur State.
..	..	..	..	..	..	State line.	Bombay, Baroda and Central India.
..	..	..	..	..	..	Branch lines under rebate terms.	Champaner-Shivrajpur-Pani. Ligh.
..	..	..	..	..	..		Godhra-Lunavad.
..	..	..	..	..	..		Nadiad-Kapadvanj.
..	..	..	..	..	..	Indian State lines.	Rajpipla State.
..	..	..	..	..	..		Piplod-Devgad Baria.
	..		..		..		Total—4.

(a) Lines sanctioned for construction more than 5 years ago but on which work has not commenced are not shown.

(b) Lines technically under construction but on which work has been suspended or held in abeyance, indefinitely, are not shown.

8.—Mileage Statement

CLASS I

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	Route mileage open on 31st March 1938.				Track mileage open on 31st March 1938.			
				Single line.	Double line.	Treble lines, etc., as the case may be.	Total.	Running track.	Transportation sidings.	Commercial sidings.	Total.
1	2	3	4	5	6	7	8	9	10	11	12
5	Eastern Bengal	5′ 6″	2-1-62	677·58	146·13	22·60 (quadruple).	846·31	1,060·24	480·75	41·32	1,582·31
	Sara-Sirajganj	5′ 6″	1-7-15	54·22	..	..	54·22	54·22	25·28	..	79·50
	Eastern Bengal	3′ 3⅜″	28-8-77	1,031·75	7·29	..	1,039·04	1,046·33	303·53	10·44	1,360·30
	Cooch Behar State	3′ 3⅜″	15-9-93	33·09	..	..	33·09	33·09	2·42	..	35·51
	Eastern Bengal	2′ 6″	18-7-81	17·14	..	..	17·14	17·14	1·28	..	18·42
	Khulna-Bagerhat Light	2′ 6″	10-6-18	19·75	..	..	19·75	19·75	1·95	..	21·70
	Total—5			1,833·53	153·42	22·60	2,009·55	2,230·77	815·21	51·76	3,097·74
6	East Indian—	5′ 6″	15-8-54	†3,212·21	943·88	‡61·12	4,217·21	5,321·24	(c)1,730·48	178·47	7,230·19
	Hardwar-Dehra	5′ 6″	1-3-00	32·04	..	..	32·04	32·04	5·73	0·36	38·13
	South Bihar	5′ 6″	5-7-99	75·82	..	..	75·82	75·82	6·58	0·38	82·78
	Cawnpore-Burhwal link	3′ 3⅜″	24-11-96	(a)65·73	..	..	(a) 65·73	(a) 65·73	14·17	1·69	81·59
	Total—6			3,385·80	943·88	61·12	4,390·80	5,494·83	1,756·96	180·90	7,432·69
7	Great Indian Peninsula (b) (f)	5′ 6″	18-4-53	2,357·37	775·52	32·74 (quadruple)	3,165·63	4,039·37	941·89	156·84	5,138·10
	Bhopal-Itarsi (Jointly owned by State and Indian State.)	5′ 6″	1-11-84	56·64	..	..	56·64	56·64	23·99	0·18	80·81
	Bhopal-Ujjain	5′ 6″	11-11-95	113·46	..	..	113·46	113·46	9·19	1·52	124·17
	Bina-Goona-Baran	5′ 6″	23-9-95	147·07	..	..	147·07	147·07	10·06	..	157·13
	Darwha-Pusad	2′ 6″	15-12-31	42·80	..	..	42·80	42·80	2·34	0·36	45·50
	Dhond-Baramati	2′ 6″	20-5-14	27·30	..	..	27·30	27·30	1·19	0·50	28·99
	Ellichpur-Yeotmal	2′ 6″	1-12-13	117·81	..	..	117·81	117·81	5·77	2·64	126·22
	Pachora-Jamner	2′ 6″	1-4-18	34·62	..	..	34·62	34·62	1·97	0·89	37·48
	Pulgaon-Arvi	2′ 6″	25-9-17	21·83	..	..	21·83	21·83	1·13	0·24	23·20
	Total—7			2,918·90	775·52	32·74	3,727·16	4,600·90	997·53	163·17	5,761·60

† Includes 16·79 miles of mixed (5′ 6″ and 3′ 3⅜″) gauge line between Burhwal and Barabanki.

‡ 30·54 miles treble, 25·60 miles quadruple, 4·01 miles quintuple, 0·08 miles sextuple and 0·89 miles septuple.

(a) Excludes the mixed gauge line referred to in the note marked with † above and includes 2·18 miles of E. I. Railway metre gauge line at Benares.

(b) Includes Agra-Delhi Chord, Baran Kotah, Bhopal Itarsi (British section only, *viz.*, 12·26 miles) and Cawnpore-Banda Railways.

(c) Includes 1·59 miles of Traverser track and 1·21 miles of Crane Path in Lillooah Workshops.

(f) The following mileages of Metre Gauge and Narrow Gauge at junction stations, which are solely used by the foreign railways but mantained by this railway, have not been included.

B. B. & C. I. Railway	1·665 miles of 3′ 3 3/8″ Gauge in Agra Area.
M. & S. M. Railway	0·064 miles of 3′ 3 3/8″ Gauge at Ghorpuri.
G. I. Railway	0·998 miles of 2′—0″ Gauge at Gwalior.
B. N. Railway	1·070 miles of 2′—0″ Gauge at Jubbulpore.
B. B & C. I. Railway	2·259 miles of Mixed Gauge in Agra Area.

There are about, 3·61 miles of Tram Lines (2′—0″ Gauge) used for facilitating the conveyance of Departmental stores, etc., which have not been included.

for the year 1937-38—contd.

RAILWAYS—*contd.*

ROUTE MILEAGE OPENED DURING THE YEAR 1937-38.		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1938.				Classification.	Name of Railway.
		SANCTIONED BUT NOT COMMENCED. (c)		UNDER CONSTRUCTION. (d)			
Section.	Miles.	Section.	Miles.	Section.	Miles.		
13	14	15	16	17	18	19	20
..	..	..	..	..	..	State line.	Eastern Bengal—
..	..	..	..	..	..	Branch line under rebate terms.	Sara-Sirajganj.
..	..	..	..	..	..	State line.	Eastern Bengal.
..	..	..	..	..	..	Indian State line.	Cooch Behar State.
..	..	..	..	..	..	State line.	Eastern Bengal.
..	..	..	..	..	..	Branch line under rebate terms.	Khulna-Bagerhat. light.
	..		..		..		Total—5.
..	..	..	..	..	..	State line.	East Indian—
..	..	..	..	..	..	Branch line under guarantee terms.	Hardwar-Dehra.
..	..	..	..	..	..	State line. §	South Bihar.
..	..	..	..	..	..	State line. ‖	Cawnpore Burhwal link.
	..		..		..		Total—6.
..	..	..	..	..	..	State line.	Great Indian Peninsula (b)—
..	..	..	..	..	..	Indian State lines.	Bhopal-Itarsi (Jointly owned by State and Indian State).
..	..	..	..	..	..		Bhopal-Ujjain.
..	..	..	..	..	..		Bina-Goona-Baran.
..	..	..	..	..	..	State line.	Darwha Pusad.
..	..	..	..	..	..	Branch lines under rebate terms.	Dhond-Baramati.
..	..	..	..	..	..		Ellichpur-Yeotmal.
..	..	..	..	..	..		Pachora-Jamner.
..	..	..	..	..	..		Pulgaon-Arvi.
	..		..		..		Total—7.

§ Although a leased line, it is for convenience treated as a State line.

‖ Under running power agreement, the B. & N. W. Ry. company run and haul their trains and traffic over this line.

(c) Lines sanctioned for construction more than 5 years ago but on which work has not commenced are not shown.

(d) Lines technically under construction but on which work has been suspended or held in abeyance, indefinitely, are not shown.

8.—*Mileage Statement*

CLASS I

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic	ROUTE MILEAGE OPEN ON 31ST MARCH 1938				TRACK MILEAGE OPEN ON 31ST MARCH 1938.			
				Single line.	Double line.	Treble lines, etc., as the case may be.	Total.	Running track.	Transportation sidings.	Commercial sidings.	Total
1	2	3	4	5	6	7	8	9	10	11	12
8	Jodhpur—	3' 3½"	24-6-82	766·94	..	..	766·94	766·94	105·80	13·27	886·01
	Jodhpur Hyderabad (British Section).	3' 3½"	18-8-92	238·52	..	..	238·52	238·52	49·47	5·11	293·10
	MirpurKhas-Khadro . .	3' 3½"	1-1-12	49·50	..	..	49·50	49·50	3·91	1·50	54·91
	Total—8 .			1,054·96	..	..	1,054·96	1,054·96	159·18	19·88	1,234·02
9	Madras and Southern Mahratta—	5' 6"	1-7-56	1,067·22	48·17	3·71 (Quadruple).	1,119·10	1,178·40	330·07	10·03	1,518·50
	Kolar Gold-fields (M. S. Ry.) .	5' 6"	1-6-94	9·88	..	..	9·88	9·88	2·68	3·10	15·66
	Tenali-Repalle . . .	5' 6"	18-3-16	21·41	..	..	21·41	21·41	1·28	..	22·69
	Madras and Southern Mahratta	3' 3½"	24-3-84	*1,659·18	1·15	..	1,660·33	1,661·48	248·64	4·70	1,914·82
	Alnavar-Dandeli (Provincial) .	3' 3½"	1-2-19	19·12	..	..	19·12	19·12	1·96	..	21·08
	§Bangalore Harihar (M. S. Ry.).	3' 3½"	11-8-84	210·49	..	..	210·49	210·49	30·46	..	240·95
	‡Bezwada Masulipatam .	3' 3½"	4-2-08	51·80	..	..	51·80	51·80	9·05	0·08	60·93
	§Hindupur (Yesvantpur Mysore Frontier) (M. S. Ry.).	3' 3½"	15-12-92	51·19	..	..	51·19	51·19	4·21	..	55·40
	Kolhapur State . . .	3' 3½"	21-4-91	29·27	..	..	29·27	29·27	1·89	..	31·16
	Sangli State	3' 3½"	1-4-07	4·90	..	..	4·90	4·90	0·42	..	5·32
	West of India Portuguese .	3' 3½"	17-1-87	51·04	..	..	51·04	51·04	22·70	1·58	75·32
	Total—9 .			3,175·50	49·32	3·71	3,228·53	3,228·98	653·36	19·49	3,961·83
10	Nizam's State—	5' 6"	9-10-74	330·18	..	..	330·18	330·18	64·16	11·39	405·73
	Bezwada Extension . .	5' 6"	10-2-89	†21·47	..	..	21·47	21·47	1·53	..	23·00
	Kazipet-Balharshah . .	5' 6"	1-2-24	145·69	..	..	145·69	145·69	4·95	3·10	153·74
	Karepalli-Kothagudam . .	5' 6"	21-3-27	24·52	..	..	24·52	24·52	1·30	1·57	27·39
	Vikarabad-Bida . .	5' 6"	14-1-30 1-7-32	166·25	..	..	166·25	166·25	12·32	..	178·57
	Hingoli Branch . . .	3' 3½"	15-5-12	50·31	..	..	50·31	50·31	0·88	..	51·19
	Hyderabad-Godavari Valley .	3' 3½"	21-10-99	377·11	8·54	..	385·65	394·19	61·70	2·22	458·11
	Parbhani-Purli . . .	3' 3½"	16-10-29	39·44	..	..	39·44	39·44	2·12	..	41·56
	Secunderabad-British Frontier	3' 3½"	1-2-16	138·80	9·28	..	148·08	157·36	16·00	0·05	173·41
	Dronachellam-Kurnool . .	3' 3½"	1-1-09	36·28	..	..	36·28	36·28	3·41	..	39·69
	Total—10 .			1,330·05	17·82	..	1,347·87	1,365·69	168·37	18·33	1,552·39

* Includes 2·53 miles of mixed gauge between Tadepalli and North Abutment of Kistna Bridge and 0·54 mile of Dronachellam station yards.
† Maintained by N. S. Ry. 20·25 Miles & by M and S. M. Ry. 1·22 miles.
‡ Purchased by the Government of India from the District Board with effect from 4th February 1938.
§ The working of these lines has been transferred to the Mysore State Railway with effect from 1st January, 1938.

for the year 1937-38—contd.

RAILWAYS—*contd.*

ROUTE MILEAGE OPENED DURING THE YEAR 1937-38.		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1938.				Classification.	Name of Railway.
		SANCTIONED BUT NOT COMMENCED. (b)		UNDER CONSTRUCTION. (c)			
Section.	Miles.	Section.	Miles.	Section.	Miles.		
13	14	15	16	17	18	19	20
..	..	..	..	..	..	Indian State line.	Jodhpur—
..	..	..	..	..	..	State line.	Jodhpur Hyderabad (British Section).
..	..	..	..	..	..	Line subsidized by the Government of India (a).	Mirpur Khas-Khadro.
	..		..		..		Total—8.
..	..	..	..	..	..	State line.	Madras and Southern Mahratta—
..	..	..	..	..	..	Indian State line.	Kolar Gold-fields, (M. S. Ry.)
..	..	..	..	..	..	District Board line.	Tenali-Repalle.
..	..	..	..	..	..	State lines.	Madras and Southern Mahratta.
..	..	..	..	..	..		Alnavar-Dandeli (Provincial.)
..	..	..	..	..	..	Indian State line.	§Bangalore Harihar (M. S. Ry.)
..	..	..	..	..	..	District Board Line.	‡Bezwada-Masulipatam.
..	..	..		..	..	Indian State Line.	§Hindupur (Yesvantpur Mysore Frontier), (M. S. Ry.)
..	..	..	..	..	..	Indian State lines.	Kolhapur State.
..	..	..	..	..	..		Sangli State.
..	..	..	..	..	..	Foreign line.	West of India Portuguese.
	..		..		..		Total—9.
..	..	..	..	..	..	Indian State line.	Nizam's State—
..	..	..	..	..	..	State line.	Bezwada Extension.
..	..	..	..	..	..	Indian State line.	Kazipet-Balharshah.
..	..	..	..	..	..		Karepalli-Kothagudam.
..	..	..	..	..	..		Vikarabad-Bidar.
..	..	..	..	..	..		Hingoli Branch.
..	..	..	..	..	..		Hyderabad-Godavari Valley.
..	..	..	..	..	..		Parbhani-Purli.
..	..	..	..	..	..		Secunderabad-British Frontier.
..	..	..	..	..	..	State line.	Dronachellam Kurnool.
				Jankampet to Bodhan	12·04	Indian State line.	
	..		..		12·04		Total—10.

(a) Receives land only from Government, and Indian State.

(b) Lines sanctioned for construction more than 5 years ago but on which work has not commenced are not shown.

(c) Lines technically under construction but on which work has been suspended or held in abeyance, indefinitely, are not shown.

8.—*Mileage Statement*
CLASS I

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	Route mileage open on 31st March 1938.				Track mileage open on 31st March 1938.			
				Single line.	Double line.	Treble lines, etc., as the case may be.	Total.	Running track.	Transportation sidings.	Commercial sidings.	Total.
1	2	3	4	5	6	7	8	9	10	11	12
11	North Western—	5′ 6″	13-5-61	4,717·76	885·03	..	5,602·79	6,487·82	1,795·57	74·93	8,358·32 (a)
	Shahdara Narowal	5′ 6″	21-12-26	48·33	..	..	48·33	48·33	1·56	..	49·89
	Bahawalnagar-Fort Abbas-Kut-Al-Imara.	5′ 6″	4-4-28	151·51	..	..	151·51	151·51	7·13	..	158·64
	Jind-Panipat (Indian State Section).	5′ 6″	1-11-16	25·94	..	..	25·94	25·94	2·30	..	28·24
	Jullundur-Mukerian	5′ 6″	1-1-15	45·08	..	..	45·08	45·08	3·77	..	48·85
	Phagwara-Rahon (including Jaijon Extension).	5′ 6″	1-4-15	46·03	..	..	46·03	46·03	5·85	..	51·88
	Jammu-Kashmir (Indian State Section).	5′ 6″	15-3-00	15·86	..	..	15·86	15·86	3·45	0·36	19·67
	Khanpur-Chachran	5′ 6″	2-7-11	21·98	..	..	21·98	21·98	2·50	..	24·48
	Ludhiana-Dhuri-Jakhal	5′ 6″	10-4-01	78·58	..	..	78·58	78·58	6·21	..	84 79
	Mandra-Bhaun	5′ 6″	1-5-15	46·68	..	..	46·68	46·68	3·61	..	50·29
	Rajpura Bhatinda	5′ 6″	1-11-84	107·78	..	..	107·78	107·78	20·84	..	128·62
	Sialkot-Narowal	5′ 6″	10-11-15	38·70	..	..	38·70	38·70	5·98	..	44·68
	Sirhind-Rupar	5′ 6″	26-2-28	30·96	..	..	30·96	30·96	4·60	..	35·56
	Jacobabad-Kashmor	2′ 6″	1-12-14	76·46	..	..	76·46	76·46	4·19	..	80·65
	Kalka-Simla	2′ 6″	9-11-03	59·93	..	..	59·93	59·93	10·23	..	70·16
	Kangra Valley	2′ 6″	1-12-28	102·99	..	..	102·99	102·99	9·99	..	112·98
	Zhob Valley (Fort Sandeman-Khanai).	2′ 6″	1-1-21	173·84	..	..	173·84	173·84	14·19	16·72	204·75
	Kohat-Thal	2′ 6″	1-4-03	61·86	..	..	61·86	61·86	10·39	..	72·25
	Larkana-Jacobabad	2′ 6″	16-2-22	53·22	..	..	53·22	53·22	3·39	..	56·61
	Mari-Indus (Kalabagh-Bannu) and Laki-Pezu-Tank-Manzai.	2′ 6″	15-6-13	157·48	..	..	157·48	157·48	19·00	8·11	184·59
	Total—11			6,060·97	885·03	..	6,946·00	7,831·03	1,934·75	100·12	9,865·90

(a) Nok Kundi-Zahidan (137·28 miles, single line and 13·83 miles sidings) and Landi Kotal-Landi Khana (5 miles, single line and 1·17 miles sidings) sections closed to traffic, not included.

for the year 1937-38—contd.
RAILWAYS—*contd.*

ROUTE MILEAGE OPENED DURING THE YEAR 1937-38.		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1938.				Classification.	Name of Railway.
		SANCTIONED BUT NOT COMMENCED. (a)		UNDER CONSTRUCTION. (b)			
Section.	Miles.	Section.	Miles.	Section.	Miles.		
13	14	15	16	17	18	19	20
..	..	..	..	..	..	State line.	North Western.
..	..	..	..	..	..	Branch line under guarantee terms with the Punjab Govt.	Shahdara-Narowal.
..	..	..	..	..	..	Indian State lines.	Bahawalnagar-Fort Abbas Kut-Al-Imara.
..	..	..	..	..	..		Jind-Panipat (Indian State Section).
..	..	..	..	..	..	Branch lines under rebate terms.	Jullundur-Mukerian.
..	..	..	..	..	..		Phagwara-Rahon (Including Jaijon Extension).
..	..	..	..	..	..	Indian State lines.	Jammu-Kashmir (Indian State Section).
..	..	..	..	..	..		Khanpur-Chachran.
..	..	..	..	..	..		Ludhiana-Dhuri-Jakha.
..	..	..	..	..	..	Branch line under rebate terms.	Mandra-Bhaun.
..	..	.	..	..	..	Indian State line.	Rajpura-Bhatinda.
..	..	..	..	..	..	Branch line under rebate terms.	Sialkot-Narowal
..	..	..	..	..	..	Indian State line.	Sirhind-Rupar.
..	..	..	..	..	..	Branch line under rebate terms.	Jacobabad-Kashmor.
..	..	..	..	..	..	State line.	Kalka-Simla.
..	..	..	..	..	..	Under guarantee terms with the Punjab Government.	Kangra Valley.
..	..	..	..	..	..	State lines.	Zhob Valley (Fort Sandeman-Khanai).
..	..	..	..	..	..		Kohat-Thal.
..	..	..	..	..	..	Branch line under rebate terms.	Larkana-Jacobabad.
..	..	..	..	..	..	State line.	Mari-Indus (Kalabagh Bannu) and Laki-Peza, Tank-Manzai.
	..		..		..		Total—11.

(a) Lines sanctioned for construction more than 5 years ago but on which work has not commenced are not shown.

(b) Lines technically under construction but on which work has been suspended or held in abeyance, indefinitely, are not shown.

8.—*Mileage Statement*

CLASS I

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	ROUTE MILEAGE OPEN ON 31ST MARCH 1938.				TRACK MILEAGE OPEN ON 31ST MARCH 1938.			
				Single line.	Double line.	Treble lines, etc., as the case may be.	Total.	Running track.	Transportation sidings.	Commercial sidings.	Total.
1	2	3	4	5	6	7	8	9	10	11	12
12	Rohilkund and Kumaon—	3′ 3⅜″	12-10-84	258·72	..	..	258·72	258·72	37·01	4·11	299·84
	Lucknow-Bareilly . .	3′ 3⅜″	12-10-84	310·00	1·16	..	311·16	312·32	65·52	12·35	390·19
	Total—12 .			568·72	1·16	..	569·88	571·04	102·53	16·46	690·03
13	South Indian— . . .	5′ 6″	23-5-60	599·14	..	..	599·14	599·14	138·21	2·48	739·83
	Shoranur Cochin . . .	5′ 6″	**24-10-34	65·01	..	..	65·01	65·01	11·91	*1·36	*78·28
	South Indian . . .	3′ 3⅜″	15-7-61	1,486·12	4·84	15·55	1,506·51	1,542·45	322·65	17·17	1,882·27
	Nilgiri	3′ 3⅜″	15-6-99	28·96	..	..	28·96	28·96	4·65	..	33·61
	Peralam-Karaikkal . .	3′ 3⅜″	14-3-98	14·65	..	..	14·65	14·65	1·41	..	16·06
	Podanur-Pollachi . . .	3′ 3⅜″	15-10-15	25·04	..	..	25·04	25·04	4·42	..	29·46
	Pondicherry . . .	3′ 3⅜″	15-12-79	7·85	..	..	7·85	7·85	2·22	0·18	10·25
	Tinnevelly-Tiruchendur .	3′ 3⅜″	24-2-23	38·18	..	..	38·18	38·18	4·09	..	42·27
	Travancore (British Section) .	3′ 3⅜″	1-6-02	50·33	..	..	50·33	147·97	22·18	0·61	170·76
	Travancore (Indian State Section).	3′ 3⅜″	1-6-04	97·64	..	..	97·64				
	Morappur-Hosur . . .	2′ 6″	18-1-06	73·31	..	..	73·31	73·31	4·32	..	77·63
	Tirupattur-Krishnagiri . .	2′ 6″	18-9-05	25·38	..	..	25·38	25·38	2·44	..	27·82
	Total—13 .			2,511·61	4·84	15·55	2,532·00	2,567·94	518·50	21·80	3,108·24
	Total Class I .			32,637·28	3,342·02	155·16	36,134·46	39,902·94	9,374·70	1,005·34	50,282·98

*Includes 0·90 miles of 3′ 3⅜″ Gauge.

** Date of conversion from 3′ 3⅜″ gauge to 5′ 6″ gauge (3′ 3⅜″ gauge first opened on 2nd June 1902).

for the year 1937-38—contd.

RAILWAYS—*concld.*

ROUTE MILEAGE OPENED DURING THE YEAR 1937-38.		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1938.				Classification.	Name of Railway.
		SANCTIONED BUT NOT COMMENCED. (a)		UNDER CONSTRUCTION. (b)			
Section.	Miles.	Section.	Miles.	Section.	Miles.		
13	14	15	16	17	18	19	20
..	..	..	..	..	..	Line subsidized by the Government of India.	Rohilkund and Kumaon—
..	..	..	..	..	..	State line.	Lucknow-Bareilly.
	..		..		..		Total—12.
..	..	..	..	..	..	State line.	South Indian.
..	..	..	..	Cochin Railway Extension to link with the Harbour Railway (Idappalli-Ernakulam Extension).	4·31	Indian State line.	Shoranur Cochin.
..	..	..	..	..	..	State line.	South Indian.
..	..	..	..	..	..	State line.	Nilgiri.
..	..	..	..	..	..	Foreign line.	Peralam-Karaikkal.
..	..	..	..	..	..	District Board line.	Podanur-Pollachi.
..	..	..	..	..	..	Foreign line.	Pondicherry.
..	..	..	..	..	..	District Board line	Tinnevelly-Tiruchendur.
..	..	..	..	..	..	State line.	Travancore (British Section).
..	..	..	..	..	..	State line.*	Travancore (Indian State Section).
..	..	..	..	..	..	State lines.	Morappur-Hosur.
..	..	..	..	..	..		Tirupattur-Krishnagiri.
	..		..		4·31		Total— 3.
	..		..		16·35		Total Classi.

* Although the property of the Travancore Durbar, it is treated as State line.

(a) Lines sanctiond for construction more than 5 years ago but on which work has not commenced are not shown.

(b) Lines technically under construction but on which work has been suspended or held in abeyance, indefinitely, are not shown.

8.—*Mileage Statement*
CLASS II

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	Route mileage open (Single line) on 31st March 1938.	TRACK MILEAGE OPEN ON 31ST MARCH 1938.			Classification.
					Running track.	Sidings.	Total.	
1	2	3	4	5	6	7	8	9
	CLASS II RAILWAYS.							
1	Barsi Light	2′ 6″	1-3-97	202·57	202·57	22·39	224·96	Line subsidized by the Government of India and Indian State.*
2	Bengal Dooars	3′ 3½″	15-1-93	39·50	39·50	7·65	47·15	Line subsidized by District Board.
	Bengal Dooars Extensions	3′ 3½″	20-4-00	121·16	121·16	17·75	138·91	Line subsidized by the Government of India.*
	Total—2			160·66	160·66	25·40	186·06	
3	Bhavnagar State	3′ 3½″	20-12-80	307·04	307·04	68·49	375·53	Indian State Lines.
4	Bikaner State	3′ 3½″	9-12-91	795·85	795·85	80·40	876·25	
5	Darjeeling Himalayan	2′ 0″	23-8-80	51·07	51·07	10·66	61·73	Line subsidized by Local Government.
	Darjeeling Himalayan Extensions	2′ 0″	16-3-14	95·44	95·44	4·79	100·23	Branch line under rebate terms.
	Total—5			146·51	146·51	15·45	161·96	
6	Dibru-Sadiya	3′ 3½″	15-8-82	86·02	86·02	26·28	112·30	Line subsidized by Local Government. (a)
	Ledo and Tikak Margherita Colliery	3′ 3½″	17-2-84	5·50	5·50	26·18	31·68	Unassisted Company's line.
	Total—6			91·52	91·52	52·46	143·98	
7	Gaekwar's Baroda State	3′ 3½″	21-3-87	255·12	255·12	34·57	289·69	
	Khijadiya-Dhari†	3′ 3½″	1-3-13	37·46	37·46	4·65	42·11	
	Gaekwar's Baroda State	2′ 6″	8-4-73	333·06	333·06	55·04	388·10	
	Bodeli Chhota Udaipur	2′ 6″	1-12-17	22·67	22·67	2·02	24·69	
	Total—7			648·31	648·31	96·28	744·59	Indian State lines.
8	Gondal	3′ 3½″	19-1-81	118·74	118·74	19·53	138·27	
	Jetalsar-Rajkot	3′ 3½″	12-4-93	46·16	46·16	9·91	56·07	
	Porbandar State	3′ 3½″	1-10-89	††41·25	††41·25	7·75	49·00	
	Total—8			206·15	206·15	37·19	243·34	
9	Jaipur State	3′ 3½″	10-11-05	179·80	179·80	14·01	193·81	
10	Jamnagar-Dwarka	3′ 3½″	1-4-22	65·92	65·92	3·73	69·65	Branch line under guarantee and rebate terms.
	Jamnagar	3′ 3½″	8-4-97	‡54·22	‡54·22	12·94	67·16	
	Okhamandal	3′ 3½″	15-11-22	37·21	37·21	4·77	41·98	
	Total—10			157·35	157·35	21·44	178·79	
11	Junagad State	3′ 3½″	1-9-88	§229·22	§229·22	28·94	258·16	Indian State lines.
12	Morvi	3′ 3½″	4-3-05	132·26	132·26	34·50	166·76	
13	Mysore State	3′ 3½″	1-2-81	338·23	338·23	44·91	383·14	
	Bangalore-Chik Ballapur Light	2′ 6″	6-4-15	38·63	38·63	4·96	107·16	Line guaranteed by Indian State.
	Kolar District	2′ 6″	15-12-13	63·57	63·57			Indian State line.
	Tarikere Narasimharajapura Light	2′ 0″	22-5-15	26·60	26·60	2·62	29·22	Indian State line.
	Total—13			467·03	467·03	52·49	519·52	
	Shahdara (Delhi)-Saharanpur Light	2′ 6″	7-5-07	92·50	92·50	11·16	103·66	Line subsidized by Local Government.*
	TOTAL CLASS II			3,816·77	3,816·77	560·60	4,377.37	

* Receives land only from Government.
† Taken over from Gondal Railway on 1st April 1934.
‡ Includes 3·93 miles, Jamnagar to Bedi-Bunder, worked for goods traffic only.
§ Includes 0·73 mile of Dungarpur quarry and 0·53 mile of Veraval Dock Estate lines worked for goods traffic only.
†† Includes 1·51 miles of Porbandar Dock Estate Line and 3·70 miles of Banwao quarry line worked for goods traffic.
(a) Subsidy ceased with effect from 1920-21.

for the year 1937-38—contd.

RAILWAYS.

ROUTE MILEAGE OPENED DURING THE YEAR 1937-38.		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1938.				Name of Railway.
		SANCTIONED BUT NOT COMMENCED. (a)		UNDER CONSTRUCTION. (b)		
Section.	Miles.	Section.	Miles.	Section.	Miles.	
10	11	12	13	14	15	16
						CLASS II RAILWAYS.
..	..	..	..	..	..	Barsi Light.
..	..	..	..	..	..	Bengal Dooars.
..	..	..	..	..	..	Bengal Dooars Extensions.
	..		..		..	Total—2.
..	..	..	..	..	..	Bhavnagar State.
..	..	..	..	Sadulpur-Rewari . .	85·83	Bikaner State.
..	..	..	..	..	..	Darjeeling Himalayan.
..	..	..	..	..	..	Darjeeling Himalayan Extensions.
	..		..		..	Total—5.
..	..	..	..	..	..	Dibru-Sadiya.
..	..	..	..	..	..	Ledo and Tikak Margherita Colliery.
	..		..		..	Total—6.
..	..	..	..	..	..	Gaekwar's Baroda State.
..	..	..	..	Prachi Road to Kodinar.	16·10	Khijadiya-Dhari.
..	..	..	..	..	..	Gaekwar's Baroda State.
..	..	..	..	..	..	Bodeli Chhota Udaipur.
	..		..		16·10	Total—7.
..	..	Kunkarwar Derdi .	7·30	..	..	Gondal.
..	..	..	..	..	..	Jetalsar Rajkot.
..	..	..	..	..	..	Porbandar State.
	..		7·30		..	Total—8.
..	..	..	..	..	..	Jaipur State.
..	..	Khambhalia Salaya. .	7·85	..	..	Jamnagar-Dwarka.
..	..	..	..	Bedeshwar-Rozi . .	4·83	Jamnagar.
..	..	..	..	..	..	Okhamandal.
	..		7·85		4·83	Total—10
Sasangir to Visavadar.	18·62	..	..	..	..	Junagad State.
..	..	..	..	..	..	Morvi.
Anandapuram Sagara.	16·33	..	..	..	..	Mysore State.
..	..	..	..	..	..	Bangalore-Chik Ballapur Light.
..	..	..	..	..	..	Kolar District.
..	..	..	..	..	..	Tarikere Narasimharajapura Light.
	16·33		..		..	Total—13.
..	..		..		..	Shahdara (Delhi)-Saharanpur Light.
	34·95		15·15		106·76	TOTAL CLASS II.

(a) Lines sanctioned for construction more than 5 years ago but on which work has not commenced are not shown.

(b) Lines technically under construction but on which work has been suspended or held in abeyance, indefinitely, are not shown

8.—*Mileage Statement*
CLASS III

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	Route mileage open (Single line) on 31st March 1938.	TRACK MILEAGE OPEN ON 31ST MARCH 1938.			Classification.
					Running track.	Sidings.	Total.	
1	2	3	4	5	6	7	8	9
	CLASS III RAILWAYS.							
1	Ahmadpur-Katwa	2′ 6″	30-5-17	32·26	32·69	2·87	35·56	Branch line under guarantee terms.
2	Arrah-Sasaram Light	2′ 6″	6-3-11	65·16	65·16	5·73	70·89	Line subsidized by District Board.
3	Bankura-Damoodar River	2′ 6″	15-12-16	59·95	60·33	7·43	67·76	Branch line under guarantee terms.
4	Barasat-Basirhat Light	2′ 6″	1-2-05	52·24	52·24	5·08	57·32	Line subsidized by District Board.
5	Bengal Provincial	2′ 6″	7-11-94	33·27	33·27	2·31	35·58	Unassisted Company's line.
	Dasghara-Jamalpurganj	2′ 6″	1-9-17	8·31	8·31	0·77	9·08	Branch line under guarantee terms.
	Total—5	..	..	41·58	41·58	3·08	44·66	
6	Bukhtiarpur-Bihar Light	2′ 6″	1-7-03	33·00	33·00	3·37	36·37	Line subsidized by District Board.
7	Burdwan-Katwa	2′ 6″	1-12-15	32·47	32·90	4·08	36·98	Branch line under guarantee terms.
8	Cutch State	2′ 6″	1-5-05	72·00	72·00	4·50	76·50	Indian State line.
9	Dehri-Rohtas Light	2′ 6″	6-2-11	25·51	25·51	8·09	33·60	Line subsidized by District Board.
10	Dholpur State	2′ 6″	24-2-08	55·44	55·44	5·83	61·27	Indian State line.
11	Futwah-Islampur	2′ 6″	24-1-22	27·00	27·00	1·65	28·65	Branch line under guarantee terms.
12	Gwalior Light	2′ 0″	2-12-99	294·92	294·92	*30·27	325·19	Indian State line.
13	Howrah-Amta Light	2′ 0″	1-7-97	43·87	43·87	6·91	50·78	Lines subsidized by District Board.
14	Howrah-Sheakhala Light	2′ 0″	2-8-97	19·75	19·75	1·41	21·16	
15	Jagadhri Light	2′ 0″	11-8-11	3·31	3·31	0·55	3·86	Unassisted Company's line.
16	Jorbat Provincial†	2′ 0″	13-9-83	32·50	32·50	2·04	34·54	State line.
17	Kalighat-Falta	2′ 6″	28-5-17	26·28	26·42	5·96	32·38	Branch line under guarantee terms.
18	Kulasekarapatnam Light	2′ 0″	18-7-15	26·75	26·75	..	26·75	Unassisted Company's line.
19	Matheran Hill Light	2′ 0″	22-3-07	12·61	12·61	1·02	13·63	Line subsidized by the Government of India.§
20	Tezpore-Balipara Light	2′ 6″	9-8-94	20·10	20·10	2·42	22·52	Line subsidized by District Board.
21	Trivellore Light	2′ 0″	17-9-21	2·37	2·37	0·14	2·51	Unassisted Company's line.
22	Udaipur-Chitorgarh	3′ 3⅜″	1-8-95	145·64	145·64	20·68	166·32	Indian State line.
	TOTAL CLASS III	..	..	1,124·71	1,126·09	123·11	1,249·20	

* Includes 1·14 miles of Gwalior Palace siding (5′-6″ gauge) which is being maintained by the Gwalior Light Railway.
§ Receives Land and rebate from Government.
† This Railway has become the Property of the Central Govt. with effect from the 1st April 1937 under the Govt. of India Act, 1935.

for the year 1937-38—concld.

RAILWAYS.

ROUTE MILEAGE OPENED DURING THE YEAR 1937-38.		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1938.				Name of Railway.
		SANCTIONED BUT NOT COMMENCED. (a)		UNDER CONSTRUCTION. (b)		
Section.	Miles.	Section.	Miles.	Section.	Miles.	
10	11	12	13	14	15	16
						CLASS III RAILWAYS.
..	..	..	..	..	..	Ahmadpur-Katwa.
..	..	..	..	..	..	Arrah-Sasaram Light.
..	..	..	..	..	..	Bankura-Damcodar River.
..	..	..	..	..	..	Baraset-Basirhat Light.
..	..	..	..	..	..	Bengal Provincial.
..	..	..	..	..	..	Dasghara-Jamalpurganj.
	..		..		..	Total—5.
..	..	..	..	..	..	Bukhtiarpur-Bihar Light.
..	..	..	..	..	..	Burdwan-Katwa.
..	..	..	..	..	..	Cutch State.
..	..	..	..	..	..	Dehri-Rohtas Light.
..	..	..	..	..	..	Dholpur State.
..	..	..	..	..	..	Futwah-Islampur.
..	..	..	..	..	..	Gwalior Light.
..	..	..	..	..	..	Howrah-Amta Light.
..	..	..	..	..	..	Howrah-Sheakhala Light.
..	..	..	..	..	..	Jagadhri Light.
..	..	..	..	..	..	Jorhat, Provincial†.
..	..	..	..	..	..	Kalighat-Falta.
..	..	..	..	..	..	Kulasekarapatnam Light.
..	..	..	..	..	..	Matheran Hill Light.
..	..	..	..	..	..	Tezpore-Balipara Light.
..	..	..	..	..	..	Trivellore Light.
..	..	..	..	..	..	Udaipur-Chitorgarh.
	..		..		..	TOTAL CLASS III.

(a) Lines sanctioned for construction more than 5 years ago but on which work has not commenced are not shown.

(b) Lines technically under construction but on which work has been suspended or held in abeyance, indefinitely are not shown.

9.—*Description of Class I Railways worked during the year 1937-38.*

Railway.	(a) Mean Mileage worked.	Number of Stations. (b)	Total length of gradients (in miles).						Steepest gradient worked.		Maximum Degree of curvature and radius.		Ratio of curve to total length of line expressed as a percentage.	Average amount of curvature per mile (Degrees).
			1/50 and less.	1/51 to 1/80.	1/81 to 1/100.	1/101 to 1/200.	1/201 to 1/300.	Total.	Length (in miles).	Inclination.	Degree.	Radius in feet.		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
5′ 6″ GAUGE.														
Bengal-Nagpur	2,522·8	413	1·47	10·1	222·0	916·0	204·4	1,354·0	0·87	1 in 50	10·0	573	0·02	0·10
Bombay, Baroda & Central India.	1,258·2	258	*Nil*	1·35	0·61	261·5	95·1	358·6	0·88	1 in 80	5·75	996	14·6	19·9
Eastern Bengal	900·5	242	*Nil*	*Nil*	0·65	3·42	10·3	14·4	0·65	1 in 100	6·00	955	13·1	10·5
East Indian	4,450·1	766	0·15	23·0	66·1	304·6	135·4	529·3	0·15	1 in 50	8·00	712	15·0	9·80
Great Indian Peninsula.	3,544·9	510	20·8	24·3	91·5	1,047·1	414·3	1,598·0	0·16	1 in 34	9·92	600	20·4	15·6
Madras and Southern Mahratta.	1,157·2	262	*Nil*	14·1	36·0	185·7	109·0	344·8	0·80	1 in 60	7·96	720	22·8	9·72
Nizam's State	688·1	98	*Nil*	*Nil*	153·7	220·8	30·7	405·2	2·52	1 in 100	(c) 4·40	(c) 1,300	18·9	20·2
North Western	6,260·2	952	109·7	122·0	225·1	249·7	227·9	934·4	2·75	1 in 25	12·6	455	(i) 12·2	(i) 13·7
South Indian	798·1	165	*Nil*	33·4	65·7	135·5	55·2	289·8	1·16	1 in 62	7·16	800	34·8	24·6
Total	21,580·1	3,666	132·1	228·3	861·4	3,324·3	1,282·3	5,828·5						
3′ 3⅜″ GAUGE.														
Assam Bengal	1,329·4	325	10·3	47·8	31·2	182·3	39·8	311·4	10·1	(d) 1 in 37	15·0	382	14·8	35·2
Bengal and North Western.	2,189·2	365	0·11	1·52	3·16	9·17	8·88	22·8	0·11	1 in 50	8·73	656	10·0	7·96
Bombay, Baroda & Central India.	2,025·1	323	3·40	0·48	19·4	393·9	235·2	652·4	3·40	1 in 40	(e) 8·00	(e) 716	9·55	10·3
Eastern Bengal	1,072·1	213	0·34	0·63	3·97	40·7	47·5	93·1	0·34	1 in 50	11·4	500	11·1	10·9
East Indian	65·7	1	*Nil*	*Nil*	*Nil*	0·65	2·80	3·45	0·65	1 in 200	7·66	748	14·7	11·6
Jodhpur	1,055·0	163	0·51	*Nil*	1·55	236·1	72·2	310·4	0·51	1 in 50	8·00	716	8·57	11·3
Madras and Southern Mahratta.	2,012·7	279	14·2	53·4	628·9	392·3	115·8	1,204·6	2·01	1 in 40	12·0	479	20·3	33·6
Nizam's State	659·8	110	*Nil*	*Nil*	6·68	350·6	174·8	532·1	0·78	1 in 100	5·00	1,146	10·7	8·83
Rohilkund and Kumaon.	562·9	104	*Nil*	4·85	8·44	13·8	23·6	50·7	3·31	1 in 70	12·0	479	8·70	8·22
South Indian	1,770·9	469	24·0	35·3	90·8	368·7	137·1	655·9	0·31	(h) 1 in 53	(f) 11·5	500	18·0	(g) 16·5
Total	12,742·8	2,352	52·9	144·0	794·1	1,988·2	857·7	3,836·9						
2′ 6″ AND 2′ 0″ GAUGES.														
Bengal Nagpur	926·3	144	0·51	44·2	153·5	205·0	54·9	458·1	0·51	1 in 50	14·0	409	18·6	38·3
Bombay, Baroda & Central India.	224·5	64	*Nil*	4·20	29·1	35·2	10·4	78·9	0·35	1 in 75	12·0	478	18·3	40·1
Eastern Bengal	36·9	14	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	15·0	382	25·0	42·3
Great Indian Peninsula.	244·4	46	*Nil*	1·81	60·8	63·4	14·5	140·5	0·80	1 in 80	12·0	478	22·6	41·3
North Western	685·8	91	108·9	42·8	97·5	85·5	41·2	375·9	0·80	1 in 20	52·1	110	21·6	125·2
South Indian	98·7	16	*Nil*	32·8	11·9	19·4	2·50	66·6	2·39	1 in 67	6·00	955	30·2	62·2
Total	2,216·6	375	109·4	125·8	352·8	408·5	123·5	1,120·0						
GRAND TOTAL	36,539·5	6,393	294·4	498·1	2,008·3	5,721·0	2,263·5	10,785·4						

		Mean mileage worked.	Number of Stations.
(a)	Class II Railways	4,086·39	740
	Class III Railways	1,150·50	339

(b) Excludes block huts, branch booking offices and out agencies.

(c) The figures are for the main line. The maximum curvature on the mineral Branch is 5·73° and radius = 1,000 ft.

(d) 1 in 37 on a straight compensated to 1 in 43 on curves.

(e) Excepting Mhow Ghat section on which the maximum curvature is 10·2° and radius = 530 ft.

(f) The sharpest curve on the Travancore Ghat is 477 ft. and on the Nilgiri Mountain Ry. it is 318 ft. (specially sanctioned).

(g) The figure is for plains section, the figure for ghat section being 341·7°.

(h) Excepting the Nilgiri Mountain Rly. the Steepest Gradient worked on which is 1 in 12·28 for a length of 0·28 mile, 1 in 12·50 generally in the rack section and 1 in 25 for a length of 2·63 miles in the adhesive Section.

(i) Figures relating to Nok-Kundi-Zahidan and Landi Kotal-Landi Khana Sections (closed to traffic) not excluded while calculating the results.

10.—*Statement of Equipment showing the actual stock running on* **Class 1** *Railways on the 31st March 1938.*

A.—Locomotives and Rail Motors, etc.—*By gauges.*

Railway.	Locomotives.						Rail motors.			Steam coaches.			Electric motor coaches.			
	Steam.			Electric.	Total tractive effort lbs.			Seats.			Seats.			Seats.		Average weight in tons.
	Tender.	Tank.	Total.		Steam.	Electric.	No.	Upper.	Lower.	No.	Upper.	Lower.	No. (in units.)	Upper.	Lower.	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
5′ 6″ Gauge.																
Bengal Nagpur . .	604	52	656	..	20,341,604	..	..	..	..	2	48	160	..	..	..	..
Bombay, Baroda and Central India.	321	*39	360	2	9,414,737	10,000	..	..	..	..	..	..	40	..	4,800	71
Eastern Bengal . .	220	74	294	..	7,462,646	..	..	..	..	..	..	..	..	..	..	..
East Indian . .	1,131	411	1,542	..	36,655,166	..	..	..	..	3	30	270	..	..	..	..
Great Indian Peninsula	615	67	682	65	18,097,024	2,048,000	..	..	..	(a)1	..	55	53	..	4,388	67
Madras and Southern Mahratta.	240	58	298	..	7,457,624	..	..	..	..	..	..	..	..	..	..	..
Nizam's State . .	81	4	85	..	2,122,026	..	..	..	..	..	..	..	..	..	..	..
North Western . .	1,074	110	1,184	2	31,482,264	58,352	(c)1	7	..	(b) 7	30	525	..	..	..	..
South Indian . .	137	14	151	..	3,373,636	..	..	..	..	..	..	..	..	..	..	..
Total .	4,423	829	5,252	69	136,406,727	2,116,352	1	7	..	13	108	1,010	93	..	9,188	69
3′ 3⅜″ Gauge.																
Assam Bengal . .	191	13	204	..	3,109,807	..	..	..	..	..	..	..	..	..	..	..
Bengal and North Western.	366	28	394	..	5,215,435	..	..	..	..	..	..	..	..	..	..	..
Bombay, Baroda and Central India.	395	65	460	..	7,087,906	..	..	..	..	3	36	307	..	..	..	..
Eastern Bengal . .	205	2	207	..	3,279,481	..	..	..	..	2	..	56	..	..	..	..
Jodhpur . . .	103	4	107	..	1,399,462	..	1	7	5	..	..	..	..	..	..	..
Madras and Southern Mahratta.	316	5	321	..	5,335,999	..	..	..	..	..	..	..	..	..	..	..
Nizam's State . .	75	12	87	..	1,305,729	..	..	..	..	2	..	224	..	..	..	..
Rohilkund and Kumaon	78	5	83	..	1,133,245	..	..	..	..	..	..	..	..	..	..	..
South Indian . .	316	67	383	4	5,414,751	41,600	3	..	220	..	..	..	24	540	696	38
Total .	2,045	201	2,246	4	33,281,815	41,600	4	7	225	7	36	587	24	540	696	38
2′ 6″ Gauge.																
Bengal-Nagpur . .	101	14	115	..	1,565,848	..	..	..	..	3	18	96	..	..	..	..
Bombay, Baroda and Central India.	9	18	27	..	236,279	..	..	..	..	..	..	..	..	..	..	..
Eastern Bengal . .	..	9	9	..	34,598	..	..	..	..	..	..	..	..	..	..	..
Great Indian Peninsula	13	8	21	..	309,392	..	..	..	..	(a)1	..	58	..	..	..	..
North Western . .	68	32	100	..	1,439,946	..	6	70	..	3	..	108	1	16	..	13
South Indian . .	6	5	11	..	138,009	..	..	..	..	..	..	..	..	..	..	..
Total .	197	86	283	..	3,724,072	..	6	70	..	7	18	262	1	16	..	13

* Includes one Diesel Electric Shunting Engine.

(a) Internal combustion coach.
(b) Includes one Sentinel Locomotive.
(c) Used as Inspection Car without rearrangement of the seats.

10.—Statement of Equipment showing the actual stock running on Class I Railways on the 31st March 1938—contd.

B.—COACHING STOCK.—*Broad and metre gauges.*

Railway.	PASSENGER CARRIAGES OF UNIFORM CLASS.									
	Bogies.					*Four-wheelers.*				
	No.	Seats by classes.				No.	Seats by classes.			
		1st.	2nd.	Inter.	Third.		1st.	2nd.	Inter.	Third.
1	2	3	4	5	6	7	8	9	10	11
5′ 6″ GAUGE.										
Bengal-Nagpur	415	27	163	4,296	35,846	13	48	..	..	54
Bombay, Baroda and Central India	(a) 469	(b) 1,506	(c) 5,683	..	(d) 43,766	19	..	32	..	993
Eastern Bengal	239	379	51	318	28,287	18	105	24	72	444
East Indian	1,130	865	1,920	10,416	** 104,695	296	216	265	..	††16,244
Great Indian Peninsula	*636	1,623	1,436	71	†60,604	..	..	..	..	..
Madras and Southern Mahratta	214	80	300	..	23,604	(k) 114	..	96	..	2,780
Nizam's State	42	..	..	..	5,177	22	12	93	..	757
North Western	982	208	427	3,607	98,416	101	14	198	65	4,128
South Indian	148	162	104	..	14,345	..	..	..	..	..
Total	4,275	4,850	10,084	18,708	414,740	583	395	708	137	25,400
3′ 3¾″ GAUGE.										
Assam-Bengal	267	1,014	..	150	15,964	10	..	..	..	270
Bengal and North Western	441	11	..	725	38,904	(g) 539	186	336	1,352	19,475
Bombay, Baroda and Central India	642	120	60	..	51,259	195	366	576	..	2,624
Eastern Bengal	296	228	..	540	20,177	(i) 28	96	..	84	416
Jodhpur	76	16	..	..	5,774	56	39	88	312	622
Madras and Southern Mahratta	261	48	189	..	17,176	96	72	108	..	2,340
Nizam's State	36	..	..	..	3,067	(j) 41	54	192	..	1,225
Rohilkund and Kumaon	64	..	..	..	5,784	(h) 102	96	78	70	3,046
South Indian	(e)760	635	442	..	(f) 49,443	..	..	..	..	..
Total	2,843	2,072	691	1,415	207,548	1,067	909	1,378	1,818	30,018

* Includes 98 bogies Electric Stock.
(a) Includes 120 Electric Trailer Coaches.
(b) Includes 720 1st class seats of Electric Stock.
(c) Includes 4,600 2nd class seats of Electric Stock.
(d) Includes 8,720 3rd class seats of Electric Stock.
**Includes 759 seats for servants in Higher class stock and 13,342 seats in 125 Replaced vehicles running as Mela Stock.
††Includes 10 seats for servants in Higher class stock.
† Includes 10,805 Third class seats of Electric Stock.
(e) Includes 48 Trailer Electric Coaches.
(f) Includes 3,456 Third class seats of Electric Stock.
(g) Includes 370 six-wheelers.
(h) Includes 27 six-wheelers.
(i) Includes 8 six-wheelers.
(j) Six-wheeled.
(k) Includes 3 six-wheelers.

10.—Statement of Equipment showing the actual stock running on Class I Railways on the 31st March 1938—contd

B.—COACHING STOCK—*Broad and metre gauges*—contd.

COMPOSITE PASSENGER CARRIAGES, EXCLUDING THOSE FITTED WITH BRAKE VAN OR MAIL ACCOMMODATION.										
Bogies.					*Four-wheelers.*					
No.	Seats by classes.				No.	Seats by classes.				Railway.
	1st.	2nd.	Inter.	Third.		1st.	2nd.	Inter.	Third.	
12	13	14	15	16	17	18	19	20	21	22
										5′ 6″ GAUGE.
(*n*)159	1,597	2,706	1,725	1,244	12	66	126	..	..	Bengal Nagpur.
111	1,410	2,619	150	2,153	7	42	84	..	..	Bombay, Baroda and Central India.
257	2,080	3,256	9,550	8,640	16	102	169	54	72	Eastern Bengal.
476	2,913	6,275	10,146	‡‡13,471	§§16	116	173	..	¶8	East Indian.
‡308	§2,899	§5,739	1,877	§7,366	..	..	..	..	..	Great Indian Peninsula.
152	566	1,849	2,199	6,321	16	70	116	..	..	Madras and Southern Mahratta.
26	254	618	..	514	4	24	50	..	..	Nizam's State.
627	3,213	4,170	11,145	27,465	61	458	549	..	5	North Western.
66	720	1,818	..	1,060	..	..	..	..	..	South Indian.
2,182	15,652	29,050	36,792	68,234	132	878	1,267	54	85	Total.
										3′ 3½″ GAUGE.
153	958	..	1,956	4,621	..	..	..	..	..	Assam Bengal.
79	524	738	1,168	1,212	(*k*) 119	567	576	608	934	Bengal and North Western.
156	1,308	1,788	162	2,239	30	180	180	..	..	Bombay, Baroda and Central India
154	982	915	1,978	2,760	(*m*)22	126	128	14	14	Eastern Bengal.
48	142	214	791	976	13	45	52	12	..	Jodhpur.
138	440	936	1,382	2,816	10	40	60	..	..	Madras and Southern Mahratta
12	108	236	..	123	‖8	51	110	..	..	Nizam's State.
27	147	216	392	816	(*l*)20	67	69	139	139	Rohilkund and Kumaon.
193	1,143	2,897	177	3,341	3	18	24	..	..	South Indian.
960	5,752	7,940	8,006	18,904	225	1,094	1,199	773	1,087	Total.

‡ Includes 48 Bogies Electric Stock.
§ Includes 581 First, 1,995 Second and 1,612 Third class seats of Electric Stock; and excludes 52 and 100 Dining seat respectively.
‖ Six-Wheeled.
(*k*) Includes 90 six-wheelers.
(*l*) Includes 6 six-wheelers.
(*m*) Includes 18 six-wheelers.
(*n*) Includes 2 Steam Coaches.
§§ Excludes 3 Steam Coaches shown in statement No. 10-A (page 79).
‡‡ Includes 2,347 seats for servants in Higher class stock.
¶ Represent servants seats in Higher class stock.

10.—Statement of Equipment showing the actual stock running on Class I Railways on the 31st March 1938—contd.

B.—COACHING STOCK—*Broad and Metre gauges*—contd.

Railway.	Composite passenger carriages with brake van or mail accommodation.										Military cars.		Dining cars.	
	Bogies.					*Four wheelers.*								
	No.	Seats by classes.				No.	Seats by classes.				No. (in units).	Seats.	No. (in units).	Seats.
		1st.	2nd.	Inter.	Third.		1st.	2nd.	Inter.	Third.				
23	24	25	26	27	28	29	30	31	32	33	34	35	36	37
5′ 6″ GAUGE.														
Bengal Nagpur . .	138	..	..	276	7,952	4	..	..	26	120	..	..	13	390
Bombay, Baroda and Central India.	113	16	..	1,407	6,405	..	..	..	..	..	..	..	15	480
Eastern Bengal . .	205	..	..	880	17,481	1	..	..	..	36	..	..	2	72
East Indian . . .	552	26	46	720	34,006	11	..	..	..	469	..	..	(*d*)24	(*f*)609
Great Indian Peninsula .	251	112	224	..	12,402	..	..	..	..	..	58	†3,133	29	(*c*)962
Madras and Southern Mahratta.	147	..	..	384	8,337	4	..	..	132	..	..	..	5	142
Nizam's State . .	14	..	..	..	520	..	..	..	..	..	..	..	..	..
North Western . .	524	896	924	1,237	23,107	..	..	..	..	..	18	1,152	30	640
South Indian . . .	108	72	144	..	6,481	..	..	..	..	..	..	..	2	64
Total .	2,052	1,122	1,338	4,904	116,691	20	..	..	158	625	76	4,285	120	3,359
3′ 3⅜″ GAUGE.														
Assam-Bengal . . .	151	..	..	1,398	4,173	24	..	..	..	96	..	..	2	(*e*)46
Bengal and North Western	47	..	..	..	2,255	(*a*)23	..	..	..	588	..	..	*2	24
Bombay, Baroda and Central India.	190	..	..	..	10,069	..	..	..	..	..	..	..	5	(*b*)160
Eastern Bengal . .	153	..	..	138	6,170	4	..	..	..	63	..	..	2	56
Jodhpur	66	..	..	..	3,547	4	..	..	..	80	..	..	1	16
Madras and Southern Mahratta	118	..	..	384	3,747	124	..	..	..	1,584	..	..	..	..
Nizam's State . .	19	..	128	..	484	*4	..	..	..	110	..	..	..	..
Rohilkund and Kumaon .	23	..	..	53	1,209	*1	..	..	13	19	..	..	1	24
South Indian . . .	360	..	..	..	19,515	..	..	..	..	..	..	..	8	150
Total .	1,127	..	128	1,973	51,169	184	..	..	13	2,540	..	..	24	501

* Six-wheeled.
† 123 First class and 3,010 Third class.
(*a*) Includes 15 six-wheelers.
(*b*) Includes 72 Dining seats of 6 Bogies' composite 1st, 2nd and Dining Cars included in the number 156 shown under column 12, page 81.
(*c*) Excludes 211 seats for servants.
(*d*) Includes 16 six-wheeled Bogies.
(*e*) 36 First class and 10 third class.
(*f*) 504 First class and 105 Third class.

10.—Statement of Equipment showing the actual stock running on ***Class I Railways*** *on the 31st March 1938*—contd.

B.—COACHING STOCK—*Broad and Metre gauges*—contd.

SALOONS, ROYAL AND STATE.				RESERVED CARRIAGES (FOR USE OF THE PUBLIC).				Total Passenger carriages for public use. In units (cols. 2 to 44 No. cols. only).	Railway.
Bogies.		Four-wheelers.		Bogies.		Four-wheelers.			
No.	Berths.	No.	Berths.	No.	Berths.	No.	Berths.	No.	
38	39	40	41	42	43	44	45	46	47
									5′ 6″ GAUGE.
..	..	..	..	6	30	..	..	760	Bengal Nagpur.
1	7	..	..	13	156	*10	111	758	Bombay, Baroda and Central India.
2	6	..	..	3	10	..	..	743	Eastern Bengal.
14	39	..	..	(*d*)27	164	8	22	2,554	East Indian.
5	17	..	..	22	216	..	..	1,309	Great Indian Peninsula.
3	(*e*)6	..	..	3	21	‡2	12	660	Madras and Southern Mahratta.
†11	62	3	6	6	46	..	..	128	Nizam's State.
28	123	..	..	(*b*)23	110	..	..	2,394	North Western.
2	18	..	..	2	16	..	..	328	South Indian.
66	278	3	6	105	769	20	145	9,634	Total.
									3′ 3½″ GAUGE.
1	2	1	5	1	3	..	..	610	Assam-Bengal.
1	2	‡2	4	..	..	(*a*)14	22	1,267	Bengal and North Western.
6	22	1	1	16	94	1	2	1,242	Bombay, Baroda and Central India.
2	4	..	..	2	5	..	..	663	Eastern Bengal.
..	..	..	..	..	..	..	..	267	Jodhpur.
1	4	..	..	1	6	3	9	752	Madras and Southern Mahratta
4	18	‡1	4	1	3	‡1	4	127	Nizam's State.
..	..	..	..	..	..	(*c*)3	4	241	Rohilkund and Kumaon.
2	4	..	..	3	38	..	..	1,329	South Indian.
17	56	5	14	24	149	22	41	6,498	Total.

* Includes 3 six-wheelers.
† Includes 3 First class State carriages.
‡ Six-wheeled.

(*a*) Includes 6 six-wheelers.
(*b*) Tourist cars.
(*c*) Includes 1 six-wheeler.
(*d*) Includes 12 six-wheeled Bogies.
(*e*) Excludes 12 dining berths.

10.—Statement of Equipment showing the actual stock running on Class I Railways on the 31st March 1938—contd.

B.—COACHING STOCK—*Broad and Metre gauges*—contd.

Railway.	Other Coaching Vehicles.								
	Luggage and brakes and brake vans with mail accommodation (excluding those forming part of composite passenger carriages).		Brake vans fitted with mails (newspaper, letter sorting).	Mails (newspaper, letter sorting).	Carriage and motor vans.	Horse vans.		Luggage vans.	Miscellaneous (excluding departmental). In units.
	Bogies. No.	Four-wheelers. No.	No.	No. (in units).	No. (in units).	No. (in units).	Stalls.	No. (in units).	
48	49	50	51	52	53	54	55	56	57
5′ 6″ GAUGE.									
Bengal-Nagpur	..	..	28	..	69	34	204	2	67
Bombay, Baroda and Central India	..	..	..	..	* 58	25	150	91	2
Eastern Bengal	3	..	..	..	39	37	222	139	97
East Indian	..	..	4	14	231	148	888	(e)33	(d)51
Great Indian Peninsula	..	..	..	2	54	96	549	23	266
Madras and Southern Mahratta	..	..	..	4	51	27	162	82	2
Nizam's State	..	..	..	1	9	10	60	..	*9
North Western	14	..	..	..	117	148	888	157	(a) 425
South Indian	5	..	..	..	41	17	102	54	..
Total	31	..	32	21	669	542	3,225	581	919
3′ 3¾″ GAUGE.									
Assam-Bengal	9	41	..	..	26	12	48	4	42
Bengal and North Western	..	..	..	..	(c) 33	30	120	..	(b) 3
Bombay, Baroda and Central India	..	..	..	..	60	76	304	23	6
Eastern Bengal	5	..	..	1	36	30	120	185	41
Jodhpur	..	..	..	..	5	8	32	7	3
Madras and Southern Mahratta	..	..	..	..	29	37	148	34	13
Nizam's State	..	..	..	..	4	12	48	..	*2
Rohilkund and Kumaon	..	..	3	..	9	12	48	6	7
South Indian	11	..	5	..	45	44	104	10	13
Total	25	41	8	1	247	261	972	269	130

* Includes 2 State Vehicles (a Dynamo van and a kitchen and Third class bogie).
(a) Includes 166 Cold Storage Vans and 22 Insulated Fruit Vans.
(b) Includes 1 six-wheeler.
(c) Includes 12 six-wheelers.
(d) Includes one six-Wheeled Bogie. 3 Bogie Parcel Vans are provided with insulation in one comptt. of each.
(e) 3 Bogie Luggage Vans are provided with insulation in one comptt. of each.

10.—Statement of Equipment showing the actual stock running on ***Class I Railways*** *on the 31st March 1938*—contd.

B.—COACHING STOCK—*Broad and Metre gauges*—concld.

BRAKE VANS USED EXCLUSIVELY ON PASSENGER SERVICE.		Total other coaching vehicles. In units (cols. 49 to 54, 56 and 57).	Total coaching vehicles for public use. In units.	Railway service vehicles (including officers' carriages). In units.		Railway.
Bogies.	Four-wheelers.		(Cols. 46, 58 to 60.)	No.	Berths.	
No.	No.					
58	59	60	61	62	63	64
						5′ 6″ GAUGE.
..	..	200	960	162	(c) 138	Bengal Nagpur.
31	7	176	972	20	40	Bombay, Baroda and Central India.
..	12	315	1,070	71	(d) 131	Eastern Bengal.
..	74	481	3,109	(k)336	235	East Indian.
14	18	450	1,791	187	309	Great Indian Peninsula.
..	35	166	861	82	270	Madras and Southern Mahratta.
..	5	29	‡162	12	22	Nizam's State.
..	115	861	3,370	259	490	North Western.
..	..	117	445	31	22	South Indian.
45	266	2,795	12,740	1,160	1,657	Total.
						3′ 3¼″ GAUGE.
..	..	134	744	112	323	Assam Bengal.
1	(g)162	66	1,496	(h)82	48	Bengal and North Western.
33	3	165	1,443	29	48	Bombay, Baroda and Central India.
..	19	298	980	83	(e) 107	Eastern Bengal.
4	10	23	304	46	102	Jodhpur.
..	..	113	865	108	136	Madras and Southern Mahratta.
..	14	18	(f)159	(j)23	15	Nizam's State.
..	..	37	278	(i)13	17	Rohilkund and Kumaon.
..	..	128	1,457	62	85	South Indian.
38	208	982	7,726	558	881	Total.

‡ Includes 16 units of State Stock for private use.
(c) Excludes 16 chairs.
(d) Excluding those of one Inspection Car, and one electric charging van.
(e) Excluding those of 1 tender to saloon, 1 electric charging van, 1 Inspection car, and one cinema car.
(f) Includes 7 units of State Stock for private use.
(g) Includes 122 six-wheelers.
(h) Includes 7 six-wheelers and 2 bogies.
(i) Includes 5 six-wheelers.
(j) Includes 14 workmen train Carriages.
(k) Includes 1 six-wheeler Resd. carriage & 1 six-wheeled Bogie Reserved carriage.

10.—Statement of Equipment showing the actual stock running on

C.—Goods

Railway.	Covered wagons. (In units.)					Open wagons (high-sided). (In units.)					Open	
	17 tons and under.	Over 17 and up to 24 tons.	Over 24 and up to 36 tons.	Over 36 tons.	Total capacity in tons.	17 tons and under.	Over 17 and up to 24 tons.	Over 24 and up to 36 tons.	Over 36 tons.	Total capacity in tons.	17 tons and under.	Over 17 and up to 24 tons.
1	2	3	4	5	6	7	8	9	10	11	12	13
5′ 6″ Gauge.												
Bengal Nagpur .	..	6,958	..	..	147,449	..	12,766	..	..	280,778	..	58
Bombay, Baroda & Central India.	446	5,502	..	..	128,626	29	2,108	..	..	46,869	..	..
Eastern Bengal .	967	5,992	..	2	140,164	86	52	..	2	2,657	208	425
East Indian .	453	30,583	6	2	618,716	93	16,194	12	14	342,771	218	2
Great Indian Peninsula.	2,148	8,768	..	1,076	263,363	463	2,729	..	215	74,498	438	185
Madras & Southern Mahratta.	462	3,667	..	..	89,475	20	980	..	73	25,684	..	334
Nizam's State .	..	(*a*) 936	..	..	20,159	..	(*b*) 939	..	..	20,752	..	157
North Western .	242	22,295	187	112	473,725	9	2,435	..	101	55,801	6	1,655
South Indian .	..	1,507	..	..	33,218	..	615	..	..	13,620	..	..
Total .	4,718	86,208	193	1,192	1,914,895	700	38,818	12	405	863,430	870	2,816

Railway	Covered wagons. (In units.)					Open wagons (high-sided). (In units.)					Open	
	10 tons and under.	Over 10 and up to 15 tons.	Over 15 and up to 20 tons.	Over 20 tons.	Total capacity in tons.	10 tons and under.	Over 10 and up to 15 tons.	Over 15 and up to 20 tons.	Over 20 tons.	Total capacity in tons.	10 tons and under.	Over 10 and up to 15 tons.
1	2	3	4	5	6	7	8	9	10	11	12	13
3′ 3⅜″ Gauge.												
Assam Bengal .	607	3,939	100	..	51,483	11	..	44	..	990	..	..
Bengal & North-Western.	3,928	5,497	955	..	119,343	..	..	..	..	..	433	950
Bombay, Baroda & Central India.	69	5,290	382	95	76,863	218	128	463	14	12,445	..	387
Eastern Bengal .	990	2,110	656	802	72,137	..	10	2	10	454	132	175
Jodhpur . .	..	1,515	492	100	24,207	..	..	..	..	..	..	97
Madras & Southern Mahratta.	230	2,987	1,821	40	73,914	..	699	65	43	12,733	12	..
Nizam's State .	..	967	..	..	12,400	..	*42	..	..	476	..	‡253
Rohilkund and Kumaon.	306	1,278	874	..	34,128	..	..	30	..	540	2	255
South Indian .	350	1,237	1,634	45	51,114	43	346	179	346	15,430	..	.
Total .	6,480	24,820	6,914	1,082	515,589	272	1,225	783	413	43,068	579	2,117

* 8 of these have been coupled to goods brake vans.

(*a*) 20 of these are being used as coaching vehicles.

(*b*) Includes 11 open wagons stencilled as coaching vehicles.

‡ 2 of these are being utilised as temporary water tanks.

Class I Railways on the 31st March 1938—Broad and Metre gauges—contd.

Stock.

Wagons (low-sided). (In units.)			Special wagons. (In units.)							Total goods vehicles for public use. In units. (Cols. 2 to 23 excluding Cols. 6, 11 and 16.)	Brake vans used indiscriminately on passenger, mixed or goods service. (In units.)	Railway service vehicles (including inspection trollies). (In units.)	Travelling Cranes and their dummy trucks. (In units.)	Road Motors.	Railway.
					Timber or rail wagons.										
Over 24 and up to 36 tons.	Over 36 tons.	Total capacity in tons.	Live Stock Wagons.	Wagons for explosives.	24 tons and under.	Over 24 tons.	Petrol tank Wagons.	Other tank Wagons.	Miscellaneous Wagons.						
14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
															5′ 6″ Gauge.
..	..	1,137	32	10	258	569	30	168	1,115	21,964	475	209	78	2	B. N.
*36	221	12,179	916	11	..	..	30	134	1	9,434	199	518	16	18	B. B. & C. I.
34	..	14,355	..	4	24	97	87	87	104	8,171	90	123	27	4	E. B.
..	..	2,460	107	36	25	406	25	564	363	49,103	999	1,173	122	32	E. I.
..	..	10,533	1,459	32	181	70	84	200	29	18,077	515	606	91	22	G. I. P.
..	..	7,166	3	26	99	9	56	99	7	5,835	136	97	30	2	M. & S. M.
..	..	3,396	..	..	10	..	..	..	..	2,042	38	158	5	11	N. S.
..	144	42,708	4	48	77	437	108	452	†211	28,523	387	405	99	20	N. W.
..	..	..	..	13	101	12	14	8	4	2,274	78	136	7	..	S. I.
70	365	93,934	2,521	180	775	1,600	434	1,712	1,834	145,423	2,917	3,425	475	111	Total

Wagons (low-sided). (In units.)			Special wagons. (In units.)							Total goods vehicles for public use. In units. (Cols. 2 to 23 excluding Cols. 6, 11 and 16.)	Brake vans used indiscriminately on passenger, mixed or goods service (in units).	Railway service vehicles (including inspection trollies) (in units).	Travelling Cranes and their dummy trucks (in units).	Road Motors.	Railway.
					Timber or rail wagons.										
Over 15 and up to 20 tons.	Over 20 tons.	Total capacity in tons.	Live Stock Wagons.	Wagons for explosives.	15 tons and under.	Over 15 tons.	Petrol tank Wagons.	Other tank Wagons.	Miscellaneous Wagons.						
14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
															3′ 3¼″ Gauge.
..	..	..	14	1	..	201	156	89	152	5,314	2	596	19	2	A. B.
28	..	15,673	..	..	278	100	20	156	1	12,346	130	28	47	1	B. & N. W.
293	..	10,190	983	25	11	270	6	30	24	8,688	148	631	44	4	B. B. & C. I.
91	108	8,109	..	8	80	169	11	55	10	5,419	78	102	30	..	E. B.
70	223	6,749	35	3	..	..	6	19	..	2,560	50	92	2	..	Jodhpur.
136	45	3,829	99	11	118	21	26	67	172	6,592	241	104	34	..	M. & S. M.
..	2	3,071	..	..	20	..	1	3	..	1,288	43	131	6	1	N. S.
..	..	2,962	..	2	62	40	..	..	7	2,856	64	73	26	1	R. & K.
13	..	247	..	9	1	125	26	97	13	4,464	213	1,410	20	1	S. I.
631	378	50,830	1,131	59	570	926	252	516	379	49,527	969	3,167	228	10	Total.

* Includes one Six-wheeler.

† Includes 205 sugar cane trucks.

10.— Statement of Equipment showing the actual stock running on ***Class I Railways*** *on the 31st March 1938*—concld.

COACHING STOCK—(*Narrow gauge*).

Railway.	PASSENGER VEHICLES. (For public use.)					Other coaching vehicles (including brake vans for public use). In units.	Total. In units.	Railway service vehicles (including officers' carriages). In units.	Steam coach trailer for public use. In units.
	No. (in units).	Seats by Classes.							
		1st.	2nd.	Inter.	3rd.				
1	2	3	4	5	6	7	8	9	10
2′ 6″ Gauge.									
Bengal Nagpur	362	523	506	817	9,687	26	388	23	3
Bombay, Baroda and Central India	72	(*a*)	176	(*a*)	3,008	..	72	..	..
Eastern Bengal	58	70	30	113	1,473	..	58	..	..
Great Indian Peninsula	48	(*a*)	66	..	1,878	2	50	1	..
North Western	291	382	540	869	9,681	60	351	10	..
South Indian	34	..	40	..	783	..	34	1	..
TOTAL	865	975	1,358	1,799	26,510	88	953	35	3

GOODS STOCK—(*Narrow gauge*).

Railway.	Goods wagons (including special wagons and brake-vans).		Railway service wagons. (In units).	Remarks.
	Number. (In units).	Total capacity (in tons).		
1	2	3	4	5
2′ 6″ Gauge.				
Bengal Nagpur	*1,986	**30,814	12	
Bombay, Baroda and Central India	‖328	¶4,063	2	
Eastern Bengal	†23	††101	..	
Great Indian Peninsula	‡206	‡‡3,220	30	
North Western	§824	§§11,226	83	
South Indian	78	765	(*b*)1	
TOTAL	3,445	50,189	128	

* Includes 303 special wagons.
** Includes 3,402 tons carrying capacity of 303 special wagons.
† Includes 6 special wagons.
†† Includes 29 tons carrying capacity of 6 special wagons.
‡ Includes 5 special wagons.
‡‡ Includes 30 tons carrying capacity of 5 special wagons.
§ Includes 127 special wagons.
§§ Includes 886 tons carrying capacity of 127 special wagons.
‖ Includes 16 special wagons.
(*a*) Included in next column.
¶ Includes 61 tons carrying capacity of 16 special wagons.
(*b*) Motor Inspection Trolly.

11.—STATEMENT OF NET ADDITIONS TO, OR REDUCTIONS IN, EQUIPMENT OF CLASS I RAILWAYS DURING THE YEAR 1937-38.

11.—Statement of net additions to, or reductions in

Railway.	Locomotives.			Rail motors.		Steam coaches.		Electric motor coaches.		Coaching vehi used exclusively	
	Steam.	Electric.									Pass
	No.	No.	Tractive effort (in lbs.).	No.	Seats.	No. (in units).	Seats.	No. (in units).	Seats.	No. (in units).	1st.
1	2	3	4	5	6	7	8	9	10	11	12
5′ 6″ gauge.											
Bengal Nagpur	—8	..	—103,925	..	..	..	..	..	..	—29	—65
Bombay, Baroda and Central India	—1	..	—14,360	..	..	..	..	..	..	19	..
Eastern Bengal	..	..	5,906	..	..	..	..	..	..	30	71
East Indian	—37	..	—655,764	..	..	..	—42	..	..	—31	—242
Great Indian Peninsula	—10	..	—176,993	..	..	..	..	..	..	—16	—10
Madras and Southern Mahratta	—4	..	—52,139	..	..	..	..	..	..	—32	32
Nizam's State	..	..	..	..	..	..	..	..	..	—3	..
North Western	—18	..	—444,093	..	..	..	..	..	..	—82	—48
South Indian	—1	..	—21,642	..	..	..	..	..	..	..	..
Total	—79	..	—1,463,010	..	..	..	—42	..	..	—144	—262
3′ 3⅜″ gauge.											
Assam-Bengal	—3	..	34,372	..	..	..	..	..	..	—1	—32
Bengal and North Western	—6	..	32,569	..	..	..	..	..	..	—6	..
Bombay, Baroda and Central India	8	..	120,947	..	..	..	..	..	..	20	120
Eastern Bengal	..	..	9,002	..	..	..	..	..	..	—9	—36
Jodhpur	..	..	5,897	..	..	..	..	..	..	8	26
Madras and Southern Mahratta	†—33	..	—590,743	..	..	..	..	..	..	—11	—90
Nizam's State	..	..	..	..	..	..	..	..	..	—11	—12
Rohilkund and Kumaon	3	..	56,434	..	..	..	..	..	..	—1	..
South Indian	..	..	..	..	..	..	..	..	205	32	—93
Total (a)	—31	..	—331,522	..	..	..	..	..	205	—86	—117
2′ 6″ & 2′ 0″ gauges.											
Bengal Nagpur	..	..	16,961	..	..	..	..	..	..	—2	—1
Bombay, Baroda and Central India	2	..	14,500	..	..	..	..	..	..	..	..
Eastern Bengal	—1	..	—3,371	..	..	..	..	..	..	..	6
Great Indian Peninsula	—1	..	—6,468	..	..	..	..	..	..	..	..
Morth Western	..	..	..	..	..	..	..	..	..	..	..
South Indian	..	..	..	..	..	..	..	..	..	..	..
Total	..	..	21,622	..	..	..	..	..	..	—2	5

† One Sentinel Locomotive of the 3′-3⅜″ gauge hitherto on trial has been sanctioned on Additional A/c (*vide* Ry. Bd's No. 37/650/49/S of 10th January 1938) and included in the equipment for 1937-38. But this does not affect the total of steam Locomotives on the 3′-3⅜″ gauge as the same has neither a tender nor a tank, but has only a fank in it and is self-propelled.

(*a*) Due to seperation from 1-4-37, the Burma Rlys.' figures have not been taken into account in arriving at these differences.

equipment of ***Class I Railways*** *during the year 1937-38—(By gauges).*

CLES (EXCLUDING VEHICLES ON RAILWAY SERVICE).				GOODS WAGONS (EXCLUDING WAGONS USED EXCLUSIVELY ON RAILWAY SERVICE).					Railway Service vehicles, including Officers carriages, Inspection trollies, Travelling cranes and Dummy Trucks.		Road Motors.	Railway.
enger carriages. Seats.			Other coaching vehicles including brake vans (in units).	Covered wagons.		Open wagons.		Special wagons including brake vans (in units).				
2nd.	Inter.	3rd.		No. (in units).	Capacity (in tons).	No. (in units).	Capacity (in tons).		Passenger (in units).	Goods (in units).		
13	14	15	16	17	18	19	20	21	22	23	24	25
												5′ 6″ GAUGE.
66	156	—2,551	—9	74	913	—109	—2,069	37	3	—1	..	Bengal Nagpur.
..	..	1,126	..	88	2,391	42	2,814	—98	..	1	..	Bombay, Baroda and Central India.
53	200	1,707	10	80	13,385	19	679	16	5	2	..	Eastern Bengal.
—452	—269	—2,803	—10	—1,803	—33,936	1,821	37,525	28	4	—5	..	East Indian.
80	—26	—1,227	—15	16	596	—102	—1,603	—66	—11	—6	..	Great Indian Peninsula.
—43	96	—3,681	—8	—141	—2,092	—55	—972	—37	—4	—32	..	Madras and Southern Mahratta.
..	..	—13	—5	—10	—232	—83	—1,726	—5	..	2	..	Nizam's State.
—271	—451	—5,412	—16	200	—34,627	43	—947	59	6	—1	..	North Western.
..	..	..	3	..	—427	..	—144	7	..	—40	..	South Indian.
—567	—294	—12,854	—50	—1,496	—54,029	1,576	33,557	—59	3	—80	..	Total.
												3′ 3⅜″ GAUGE.
..	—4	10	3	—8	—76	—4	—40	64	—2	—1	..	Assam-Bengal.
..	148	—694	9	—95	—908	392	4,720	—1	—1	..	..	Bengal and North Western.
186	..	1,151	1	—16	—181	—16	—204	75	..	—1	..	Bombay, Baroda and Central India.
—24	—46	—405	37	—22	—370	—18	—32	—6	..	4	..	Eastern Bengal.
6	16	288	..	..	—10	..	..	3	..	..	..	Jodhpur.
—252	113	—4,196	—21	—589	—7,005	—199	—3,347	—80	—6	—15	..	Madras and Southern Mahratta.
—24	..	—746	..	..	..	—22	—225	14	—1	—5	..	Nizam's State.
..	42	—226	3	—1	—10	38	458	—1	..	2	..	Rohilkund and Kumaon.
201	..	1,997	2	—106	—822	—60	—420	—2	2	—38	..	South Indian.
93	269	—2,821	34	—837	—9,382	111	910	66	—8	—54	..	(a) Total.
												2′ 6″ & 2′ 0″ GAUGES.
3	—42	—128	..	—1	—20	..	80	—1	—6	..	..	Bengal Nagpur.
..	..	..	..	..	..	..	..	..	..	..	..	Bombay, Baroda and Central India.
6	28	..	..	..	..	—4	—16	..	..	..	..	Eastern Bengal.
..	..	..	..	..	..	..	..	..	..	‡..	..	Great Indian Peninsula.
..	..	207	..	..	7	—1	—48	..	1	..	..	North Western.
..	..	..	..	..	..	..	..	..	..	‡..	..	South Indian.
9	—14	79	..	—1	—13	—5	16	—1	—5	‡..	..	Total.

‡ In the year 1936-37, the number of Ry. service wagons (N. G.) on G. I. P. and S. I. railways was 30 and 1 instead of 29 and Nil respectively as shown on para. 88 of the Vol. II for that year *vide* Appendix G to this volume.

(a) See footnote (a) on page 90.

12.—Statement of Passenger Revenue Statistics of

Railway.	Year.	Passengers originating on home line whether local or foreign (in hundreds).					Other traffic. (a)	Passengers carried	
		1st.	2nd.	Inter.	3rd.	Total.		1st.	2nd.
1	2	3	4	5	6	7	8		10
5′ 6″ GAUGE.									
Bengal-Nagpur	*1936-37*	*21,3*	*98,2*	*1,494,8*	*14,183,0*	*15,797,3*	*507,5*	*24,1*	*107,7*
	1937-38	20,9	91,7	1,525,8	15,388,3	17,026,7	529,8	23,4	101,1
Bombay, Baroda and Central India	*1936-37*	*42,2*	*1,482,7*	*64,7*	*56,157,8*	*57,747,4*	*2,542,6*	*48,7*	*1,532,1*
	1937-38	41,7	1,457,9	64,9	60,045,3	61,609,8	2,676,9	48,3	1,511,3
Eastern-Bengal	*1936-37*	*40,4*	*229,7*	*2,037,5*	*27,032,1*	*29,339,7*	*1,065,5*	*45,6*	*245,6*
	1937-38	41,2	241,2	2,341,1	28,845,7	31,469,2	1,124,0	46,5	256,6
East Indian	*1936-37*	*58,7*	*370,7*	*3,518,3*	*51,644,8*	*55,592,5*	*2,439,2*	*68,1*	*405,5*
	1937-38	57,5	333,9	3,360,3	54,964,1	58,715,8	2,768,4	66,3	367,9
Great Indian Peninsula	*1936-37*	*53,5*	*740,1*	*97,4*	*50,124,3*	*51,015,3*	*1,674,5*	*66,5*	*783,5*
	1937-38	52,8	728,9	103,9	50,616,6	51,502,2	1,619,4	64,4	769,3
Madras and Southern Mahratta	*1936-37*	*10,9*	*119,2*	*304,7*	*16,290,1*	*16,724,9*	*857,1*	*17,8*	*152,2*
	1937-38	10,8	108,3	320,2	16,936,8	17,376,1	911,8	16,3	135,4
Nizam's State	*1936-37*	*4,0*	*25,9*	*2,3*	*2,839,2*	*2,871,4*	*255,0*	*6,3*	*35,6*
	1937-38	4,3	26,6	2,8	3,128,0	3,161,7	253,6	6,6	37,2
North-Western	*1936-37*	*42,5*	*294,3*	*1,806,7*	*62,528,2*	*64,671,7*	*1,044,1*	*49,6*	*318,2*
	1937-38	42,7	283,0	1,726,3	64,989,2	67,041,2	1,144,7	49,8	308,6
South Indian	*1936-37*	*6,0*	*81,2*	*Nil*	*12,144,6*	*12,231,8*	*692,0*	*9,5*	*99,9*
	1937-38	5,8	91,7	Nil	13,298,2	13,395,7	678,4	8,8	110,1
TOTAL 5′ 6″ GAUGE	*1936-37*	*279,5*	*3,442,0*	*9,326,4*	*292,944,1*	*305,992,0*	*11,077,5*	*336,2*	*3,680,3*
	1937-38	277,7	3,363,2	9,445,3	308,212,2	321,298,4	11,707,0	330,4	3,597,5
3′ 3⅜″ GAUGE.									
Assam Bengal	*1936-37*	*20,7*	*28,3*	*324,0*	*11,274,1*	*11,647,1*	*342,6*	*23,5*	*30,8*
	1937-38	39,8	1,0	342,8	12,507,0	12,890,6	356,6	44,2	1,6
Bengal and North Western	*1936-37*	*14,2*	*90,2*	*399,5*	*29,887,6*	*30,391,5*	*979,5*	*15,0*	*94,4*
	1937-38	12,4	88,8	393,4	30,744,9	31,239,5	1,246,4	13,3	93,9
Bombay, Baroda and Central India.	*1936-37*	*7,5*	*80,0*	*11,1*	*19,505,9*	*19,604,5*	*2,552,4*	*13,3*	*120,5*
	1937-38	9,1	87,3	15,4	20,753,8	20,865,6	2,854,4	15,8	128,0
Burma	*1936-37*	*19,8*	*261,3*	*Nil*	*19,991,7*	*20,272,8*	*Nil*	*19,8*	*261,3*
	1937-38	†	†	†	†	†	†	†	†

†Figures not received due to separation with effect from 1-4-37

Class I Railways for the years 1936-37 and 1937-38.

(in hundreds). (a)				Passenger miles (in thousands).					Railway.
Inter. 11	3rd. 12	Total. 13	On the System. 14	1st. 15	2nd. 16	Inter. 17	3rd. 18	Total. 19	20
									5′ 6″ GAUGE.
1,514,8	*14,658,2*	*16,304,8*	*18,797,3*	*5,951*	*16,607*	*59,085*	*688,594*	*770,237*	Bengal Nagpur.
1,530,5	15,901,5	17,556,5	20,227,0	5,780	17,443	62,725	761,130	847,078	
69,6	*58,639,6*	*60,290,0*	*82,952,4*	*9,077*	*39,837*	*18,749*	*1,111,797*	*1,179,460*	Bombay, Baroda and Central India.
70,1	62,657,0	64,286,7	88,355,1	9,486	41,045	21,874	1,183,760	1,256,165	
2,093,2	*28,020,8*	*30,405,2*	*41,873,6*	*3,912*	*11,993*	*45,139*	*645,675*	*706,719*	Eastern Bengal.
2,398,2	29,891,9	32,593,2	45,470,8	4,083	12,156	50,245	699,870	766,354	
3,592,5	*53,965,6*	*58,031,7*	*58,031,7*	*15,248*	*53,684*	*181,323*	*3,013,219*	*3,263,474*	East Indian.
3,439,1	57,610,9	61,484,2	61,484,2	15,207	53,281	190,372	3,220,706	3,479,566	
142,4	*51,697,4*	*52,689,8*	*53,225,3*	*17,388*	*48,994*	*24,962*	*1,756,770*	*1,848,114*	Great Indian Peninsula.
154,5	52,133,4	53,121,6	53,872,7	16,514	49,185	27,932	1,751,059	1,844,690	
317,4	*17,094,6*	*17,582,0*	*30,640,8*	*4,290*	*18,297*	*18,497*	*639,405*	*680,489*	Madras and Southern Mahratta.
351,2	17,785,0	18,287,9	33,007,4	4,088	19,062	19,830	690,520	733,500	
4,1	*3,080,4*	*3,126,4*	*7,585,3*	*924*	*4,532*	*640*	*172,609*	*178,705*	Nizam's State.
4,8	3,366,7	3,415,3	8,594,4	914	4,419	686	172,074	178,093	
1,839,6	*63,508,4*	*65,715,8*	*66,496,5*	*12,437*	*46,704*	*105,979*	*2,780,783*	*2,945,903*	North Western.
1,762,6	66,064,9	68,185,9	69,032,1	12,878	47,926	108,011	2,883,757	3,052,572	
Nil	*12,814,4*	*12,923,8*	*53,752,3*	*1,612*	*9,921*	*Nil*	*335,178*	*346,711*	South Indian.
Nil	13,955,2	14,074,1	61,126,9	1,471	10,578	Nil	341,400	353,449	
9,573,6	*303,479,4*	*317,069,5*		*70,839*	*250,569*	*454,374*	*11,144,030*	*11,919,812*	TOTAL 5′ 6″ GAUGE.
9,711,0	319,366,5	333,005,4		70,421	255,095	481,675	11,704,276	12,511,467	
									3′ 3⅜″ GAUGE.
343,6	*11,591,8*	*11,989,7*	*11,989,7*	*1,723*	*1,600*	*14,575*	*333,697*	*351,595*	Assam Bengal.
360,1	12,841,3	13,247,2	13,247,2	2,918	3	15,926	361,073	379,920	
418,7	*30,842,9*	*31,371,0*	*31,371,0*	*1,452*	*7,248*	*24,885*	*1,075,715*	*1,109,300*	Bengal and North Western.
409,2	31,969,5	32,485,9	32,485,9	1,371	6,882	25,205	1,195,665	1,229,123	
17,7	*22,005,4*	*22,156,9*	*	*1,773*	*11,042*	*1,134*	*911,325*	*925,274*	Bombay, Baroda and Central India.
22,9	23,553,3	23,720,0	*	1,929	11,272	1,200	968,571	982,972	
Nil	*19,991,7*	*20,272,8*	*20,272,8*	*2,680*	*10,217*	*Nil*	*473,076*	*485,97*	Burma.
†	†	†	†	†	†	†	†	†	

(a) In Columns 8 to 13 passengers travelling over two or more railways or two or more gauges on the same railway are considered as having made two or more separate journeys, but in Column 14 each passenger is considered to have performed one journey only on each Railway system.

* Included under 5′ 6″ gauge.

12.—*Statement of Passenger Revenue Statistics of*

Railway. 1	Year. 2	Passengers originating on home line whether local or foreign (in hundreds). 1st. 3	2nd. 4	Inter. 5	3rd. 6	Total. 7	Other traffic. (a) 8	Passen 1st. 9	2nd. 10
3′ 3⅜″ GAUGE—*concld.*									
Eastern Bengal	*1936-37*	*11,1*	*45,6*	*383,0*	*10,351,8*	*10,791,5*	*1,296,9*	*16,4*	*59,6*
	1937-38	6,7	41,3	413,5	11,643,1	12,104,6	1,492,0	12,0	54,2
Jodhpur	*1936-37*	*2,4*	*24,8*	*178,2*	*4,169,0*	*4,374,4*	*416,5*	*4,0*	*33,0*
	1937-38	2,6	25,4	168,4	4,290,0	4,486,4	439,7	4,4	34,0
Madras and Southern Mahratta.	*1936-37*	*5,0*	*76,0*	*82,0*	*12,970,3*	*13,133,3*	*526,1*	*7,0*	*89,9*
	1937-38	4,1	66,0	152,6	14,598,7	14,821,4	548,1	6,3	78,0
Nizam's State	*1936-37*	*2,9*	*28,1*	*Nil*	*4,361,7*	*4,392,7*	*122,4*	*3,3*	*30,5*
	1937-38	2,9	31,6	Nil	5,074,7	5,109,2	126,7	3,4	33,6
Rohilkund and Kumaon	*1936-37*	*3,7*	*22,3*	*65,7*	*6,458,8*	*6,550,5*	*104,9*	*4,0*	*23,7*
	1937-38	2,7	17,3	61,6	6,612,7	6,694,3	260,0	3,5	21,9
South Indian	*1936-37*	*16,7*	*290,3*	*5,6*	*40,181,8*	*40,494,4*	*544,9*	*25,0*	*300,6*
	1937-38	11,7	287,3	6,1	46,096,5	46,401,6	902,8	21,9	302,7
TOTAL 3′ 3⅜″ GAUGE	*1936-37*	*104,0*	*946,9*	*1,449,1*	*159,152,7*	*161,652,7*	*6,886,2*	*131,3*	*1,044,3*
	1937-38	92,0	646,0	1,553,8	152,321,4	154,613,2	8,226,7	124,8	747,9
2′ 6″ AND 2′ 0″ GAUGES.									
Bengal Nagpur	*1936-37*	*6*	*6,2*	*54,6*	*2,546,0*	*2,607,4*	*143,1*	*1,1*	*9,0*
	1937-38	6	5,9	53,6	2,741,8	2,801,9	140,6	1,0	8,7
Bombay, Baroda and Central India.	*1936-37*	*Nil*	*3,4*	*Nil*	*1,939,3*	*1,942,7*	*113,7*	*Nil*	*4,4*
	1937-38	Nil	3,8	Nil	1,918,0	1,921,8	131,8	Nil	4,7
Eastern Bengal	*1936-37*	..	*2,3*	*2,6*	*607,6*	*612,5*	*67,3*	..	*2,8*
	1937-38	..	2,1	3,0	634,3	639,4	75,4	..	2,6
Great Indian Peninsula	*1936-37*	*	*1,0*	*	*591,7*	*592,7*	*51,6*	*	*1,3*
	1937-38	*	9	*	808,2	809,1	51,4	*	1,1
North Western	*1936-37*	*2,4*	*8,9*	*24,2*	*909,7*	*945,2*	*153,5*	*4,0*	*13,8*
	1937-38	2,7	10,9	23,9	992,8	1,030,3	164,6	4,5	17,3
South Indian	*1936-37*	*Nil*	*6*	*Nil*	*670,0*	*670,6*	*88,3*	*8*	*4,6*
	1937-38	Nil	6	Nil	818,2	818,8	60,1	*Nil*	5,5
TOTAL 2′ 6″ AND 2′ 0″ GAUGES	*1936-37*	*3,0*	*22,4*	*81,4*	*7,264,3*	*7,371,1*	*617,5*	*5,9*	*35,9*
	1937-38	3,3	24,2	80,5	7,913,3	8,021,3	623,9	5,5	39,9
TOTAL CLASS I RAILWAYS	*1936-37*	*386,5*	*4,411,3*	*10,856,9*	*459,361,1*	*475,015,8*	*18,581,2*	*473,4*	*4,760,5*
	1937-38	373,0	4,033,4	11,079,6	468,446,9	483,932,9	20,557,6	460,6	4,385,3

*Included in the next column.

Class I Railways for the years 1936-37 and 1937-38—contd.

gers carried (in hundreds). (a)				Passenger miles (in thousands).					Railway.
Inter. 11	3rd. 12	Total. 13	On the System. 14	1st. 15	2nd. 16	Inter. 17	3rd. 18	Total. 19	20
									3′ 3⅜″ GAUGE—*concld.*
430,1	*11,582,3*	*12,088,4*	†	*1,271*	*3,343*	*14,044*	*409,147*	*427,805*	Eastern Bengal.
464,9	13,065,5	13,596,6	†	1,336	3,361	15,091	470,397	490,185	
183,6	*4,570,3*	*4,790,9*	*4,790,9*	*484*	*3,336*	*6,526*	*192,337*	*202,683*	Jodhpur.
174,6	4,713,1	4,926,1	4,926,1	536	3,402	6,896	198,983	209,817	
90,6	*13,471,9*	*13,659,4*	†	*1,020*	*12,317*	*6,764*	*484,602*	*504,703*	Madras and Southern Mahratta.
171,9	15,113,3	15,369,5	†	948	12,579	8,749	501,118	523,394	
Nil	*4,481,3*	*4,515,1*	†	*455*	*3,036*	*Nil*	*179,993*	*183,484*	Nizam's State.
Nil	5,198,9	5,235,9	†	428	2,808	Nil	183,255	186,491	
67,5	*6,560,2*	*6,655,4*	*6,655,4*	*395*	*2,039*	*2,936*	*166,771*	*172,141*	Rohilkund and Kumaon.
65,9	6,863,0	6,954,3	6,954,3	370	2,015	2,881	175,145	180,411	
5,7	*40,708,0*	*41,039,3*	†	*3,110*	*20,531*	*969*	*956,380*	*980,990*	South Indian.
6,1	46,973,7	47,304,4	†	2,519	21,427	1,089	1,030,833	1,055,868	
1,557,5	*165,805,8*	*168,538,9*		*14,363*	*74,709*	*71,833*	*5,183,043*	*5,343,948*	TOTAL 3′ 3⅜″ GAUGE.
1,675,6	160,291,6	162,839,9		12,355	63,749	77,037	5,085,040	5,238,181	
									2′ 6″ AND 2′ 0″ GAUGES.
63,6	*2,676,8*	*2,750,5*	†	*53*	*451*	*2,012*	*76,477*	*78,993*	Bengal-Nagpur.
63,3	2,869,5	2,942,5	†	48	443	1,996	78,777	81,264	
Nil	*2,052,0*	*2,056,4*	†	*Nil*	*104*	*Nil*	*28,322*	*28,426*	Bombay, Baroda and Central India.
Nil	2,048,9	2,053,6	†	Nil	109	Nil	28,662	28,771	
3,3	*673,7*	*679,8*	†	..	*39*	*27*	*6,135*	*6,201*	Eastern Bengal.
3,9	708,3	714,8	†	..	35	30	6,427	6,492	
*	*643,0*	*644,3*	†	*	*35*	*	*9,316*	*9,351*	Great Indian Peninsula.
*	859,4	860,5	†	*	29	*	13,292	13,321	
29,3	*1,051,6*	*1,098,7*	†	*232*	*835*	*966*	*31,333*	*33,366*	North Western.
29,6	1,143,5	1,194,9	†	283	1,162	1,085	35,241	37,771	
Nil	*753,5*	*758,9*	†	*75*	*432*	*Nil*	*16,073*	*16,580*	South Indian.
Nil	873,4	878,9	†	Nil	519	Nil	15,794	16,313	
96,2	*7,850,6*	*7,988,6*		*360*	*1,896*	*3,005*	*167,656*	*172,917*	TOTAL 2′ 6″ AND 2′ 0″ GAUGES.
96,8	8,503,0	8,645,2		331	2,297	3,111	178,193	183,932	
11,227,3	*477,135,8*	*493,597,0*	*488,435,0*	*85,562*	*327,174*	*529,212*	*16,494,729*	*17,436,677*	TOTAL CLASS I RAILWAYS.
11,483,4	488,161,1	504,490,6	498,784,1	83,107	321,141	561,823	16,967,509	17,933,580	

(a) See note (a) on page 93.

† Included under 5′ 6″ Gauge.

12.—*Statement of Passenger Revenue Statistics of*

Railway. 21	Year. 22	Average number of miles a passenger was carried. 1st. 23	2nd. 24	Inter. 25	3rd. 26	Total. 27
5′ 6″ GAUGE.						
Bengal Nagpur	*1936-37*	*246·9*	*154·2*	*39·0*	*47·0*	*47·2*
	1937-38	247·0	172·6	41·0	47·9	48·2
Bombay, Baroda and Central India	*1936-37*	*186·4*	*26·0*	*269·1*	*19·0*	*19·5*
	1937-38	196·6	27·2	312·2	18·9	19·5
Eastern Bangal	*1936-37*	*35·8*	*48·8*	*21·6*	*23·0*	*23·2*
	1937-38	37·8	47.4	21·0	23·4	23·5
East Indian	*1936-37*	*224·0*	*132·0*	*50·0*	*56·0*	*56·0*
	1937-38	230·0	145·0	55·0	56·0	57·0
Great Indian Peninsula	*1936-37*	*261·6*	*62·5*	*175·3*	*34·0*	*35·1*
	1937-38	256·5	63·9	180·8	33·6	34·7
Madras and Southern Mahratta	*1936-37*	*241·0*	*120·2*	*58·3*	*37·4*	*38·7*
	1937-38	250·8	140·8	56·5	38·8	40·1
Nizam's State	*1936-37*	*142·5*	*121·4*	*155·1*	*49·8*	*51·0*
	1937-38	137·3	115·7	142·4	48·9	50·0
North Western	*1936-37*	*250·6*	*146·8*	*57·6*	*43·8*	*44·8*
	1937-38	258·6	155·3	61·3	43·7	44·8
South Indian	*1936-37*	*138·7*	*73·4*	*Nil*	*22·7*	*23·2*
	1937-38	147·5	70·2	Nil	22·3	22·8
TOTAL 5′ 6″ GAUGE	*1936-37*	*210·7*	*68·1*	*47·5*	*36·7*	*37·6*
	1937-38	213·1	70·9	49·6	36·6	37·6
3′ 3⅜″ GAUGE						
Assam Bengal	*1936-37*	*73·4*	*51·9*	*42·4*	*28·8*	*29·3*
	1937-38	65·9	2·00	44·2	28·1	28·7
Bengal and North Western	*1936-37*	*97·0*	*76·8*	*59·4*	*34·9*	*35·4*
	1937-38	103·2	73·3	61·6	37·4	37·8
Bombay Baroda and Central India.	*1936-37*	*133·0*	*91·6*	*64·2*	*41·4*	*41·8*
	1937-38	122·5	88·0	52·3	41·1	41·4
Burma	*1936-37*	*135·5*	*39·1*	*Nil*	*23·7*	*24·0*
	1937-38	†	†	†	†	†

* *Columns 23 to 27*—For the purpose of these figures passengers travelling over two or more railways or two or more gauges on the same railway are considered as having made two or more separate journeys.

† Figures not received due to separation from 1st April 1937.

Class I Railways for the years 1936-37 and 1937-38—contd.

Note.—The figures for 1936-37, shown under columns 28 to 32 include refunds.

Earnings from passengers carried (in thousands).					Average rate (in pies) charged per passenger per mile.					Railway.
1st. 28	2nd. 29	Inter. 30	3rd. 31	Total. 32	1st. 33	2nd. 34	Inter. 35	3rd. 36	Total. 37	38
Rs.	Rs.	Rs.	Rs.	Rs.						5′ 6″ gauge.
5,49	*7,70*	*12,07*	*1,16,07*	*1,41,33*	*17·7*	*8·90*	*3·92*	*3·24*	*3·52*	Bengal-Nagpur.
5,38	7,94	12,92	1,28,62	1,54,86	17·9	8·74	3·96	3·24	3·51	
8,33	*17,46*	*4,45*	*1,77,67*	*2,07,91*	*17·6*	*8·41*	*4·56*	*3·07*	*3·38*	Bombay, Baroda and Central India.
8,45	18,13	5,11	1,88,32	2,20,01	17·1	8·48	4·49	3·05	3·36	
3,33	*6,06*	*7,94*	*1,01,44*	*1,18,77*	*16·4*	*9·69*	*3·37*	*3·01*	*3·22*	Eastern-Bengal.
3,43	6,10	8,73	1,08,64	1,26,90	16·1	9·63	3·34	2·98	3·18	
12,53	*20,95*	*34,34*	*4,20,07*	*4,87,89*	*15·8*	*7·49*	*3·63*	*2·67*	*2·86*	East Indian.
12,74	21,02	36,81	4,66,33	5,36,90	16·1	7·57	3·71	2·77	2·96	
17,50	*23,87*	*7,81*	*2,78,71*	*3,27,89*	*19·3*	*9·36*	*6·01*	*3·05*	*3·41*	Great Indian Peninsula.
17,34	24,19	8,68	2,81,86	3,32,07	20·2	9·44	5·97	3·09	3·46	
4,73	*7,44*	*5,27*	*1,10,30*	*1,27,74*	*21·2*	*7·81*	*5·47*	*3·31*	*3·60*	Madras and Southern Mahratta.
4,47	7,62	5,56	1,14,18	1,31,83	21·0	7·68	5·37	3·17	3·45	
92	*2,18*	*21*	*27,88*	*31,19*	*19·6*	*9·59*	*6·21*	*3·39*	*3·66*	Nizam's State.
94	2,26	22	29,44	32,86	19·8	10·0	6·16	3·37	3·64	
10,63	*19,93*	*24,88*	*4,18,78*	*4,74,22*	*16·4*	*8·19*	*4·51*	*2·89*	*3·09*	North Western.
10,98	21,09	25,28	4,30,72	4,88,07	16·4	8·45	4·49	2·87	3·07	
1,53	*4,21*	*Nil*	*52,33*	*58,07*	*20·9*	*10·1*	*Nil*	‡*3·28*	‡*3·51*	South Indian.
1,51	4,32	Nil	54,82	60,65	20·4	9·73	Nil	3·22	3·13	
64,99	*1,09,80*	*96,97*	*17,03,25*	*19,75,01*	*17·6*	*8·41*	*4·10*	*2·93*	*3·18*	Total 5′ 6″ gauge.
65,24	1,12,67	1,03,31	18,02,93	20,84,15	17·8	8·48	4·12	2·96	3·20	
										3′ 3⅜″ gauge.
1,66	*1,06*	*3,51*	*56,33*	*62,56*	*18·5*	*12·5*	*4·59*	*3·23*	*3·40*	Assam Bengal.
2,40	..	3,80	60,79	66,99	15·7	14·9	4·56	3·22	3·38	
94	*2,62*	*4,51*	*1,31,02*	*1,39,09*	*11·8*	*6·67*	*3·35*	*2·27*	*2·34*	Bengal and North Western.
90	2,52	4,55	1,40,36	1,48,33	11·9	6·75	3·34	2·19	2·25	
1,84	*5,94*	*28*	*1,57,62*	*1,65,68*	*19·9*	*10·3*	*4·80*	*3·32*	*3·44*	Bombay, Baroda and Central India.
2,02	6,11	29	1,67,17	1,75,59	20·1	10·4	4·60	3·22	3·43	
2,89	*4,96*	*Nil*	*88,14*	*95,99*	*20·7*	*9·31*	*Nil*	*3·57*	*3·79*	Burma.
†	†	†	†	†	†	†	†	†	†	

‡ Revised figures.

12.—*Statement of Passenger Revenue Statistics of Class I Railways*

Railway. 21	Year. 22	Average number of miles a passenger was carried. 1st. 23	2nd. 24	Inter. 25	3rd.* 26	Total. 27
3′ 3⅜″ gauge—*concld.*						
Eastern Bengal	*1936-37*	*77·5*	*56·1*	*32·7*	*35·3*	*35·4*
	1937-38	111·3	62·0	32·5	36·0	36·1
Jodhpur	*1936-37*	*121·8*	*101·0*	*35·5*	*42·1*	*42·3*
	1937-38	122·4	100·2	39·5	42·2	42·6
Madras and Southern Mahratta	*1936-37*	*145·7*	*137·0*	*74·7*	*36·0*	*36·9*
	1937-38	152·9	161·3	50·9	33·2	34·1
Nizam's State	*1936-37*	*129·2*	*90·9*	*Nil*	*36·1*	*36·6*
	1937-38	120·9	78·1	Nil	34·0	34·4
Rohilkund and Kumaon	*1936-37*	*100·0*	*85·9*	*43·5*	*25·4*	*25·9*
	1937-38	106·7	91·8	43·7	25·5	25·9
South Indian	*1936-37*	*86·8*	*43·6*	*171·3*	*20·6*	*20·8*
	1937-38	90·1	43·9	178·3	20·2	20·4
Total 3′ 3⅜″ gauge	*1936-37*	*109·4*	*71·5*	*46·1*	*31·3*	*31·7*
	1937-38	99·0	85·2	46·0	31·7	32·2
2′ 6″ and 2′ 0″ gauges.						
Bengal-Nagpur	*1936-37*	*49·1*	*50·0*	*31·6*	*28·6*	*28·7*
	1937-38	46·5	51·1	31·5	27·5	27·6
Bombay, Baroda and Central India	*1936-37*	*Nil*	*23·6*	*Nil*	*13·8*	*13·8*
	1937-38	Nil	23·2	Nil	14·0	14·0
Eastern Bengal	*1936-37*	*7·88*	*14·2*	*8·07*	*9·11*	*9·12*
	1937-38	7·47	13·6	7·70	9·07	9·08
Great Indian Peninsula	*1936-37*	†	*26·4*	†	*14·5*	*14·5*
	1937-38	†	27·0	†	15·5	15·5
North-Western	*1936-37*	*58·3*	*60·4*	*33·0*	*29·8*	*30·4*
	1937-38	63·4	67·1	36·7	30·8	31·6
South Indian	*1936-37*	*40·9*	*33·5*	*Nil*	*13·6*	*13·6*
	1937-38	*Nil*	32·5	Nil	13·5	13·5
Total 2′ 6″ and 2′ 0″ gauges	*1936-37*	*61·0*	*52·8*	*31·2*	*21·4*	*21·7*
	1937-38	60·2	57·6	32·1	21·0	21·3
Total Class I Railways	*1936-37*	*180·7*	*68·7*	*47·1*	*34·6*	*35·3*
	1937-38	180·4	73·2	48·9	34·8	35·5

* *Columns 23 to 27.*—For the purpose of these figures passengers travelling over two or more railways or two or more gauges on the same railway are considered as having made two or more separate journeys.

† Included in the next column.

for the years 1936-37 and 1937-38—concld.

Note.—The figures for 1936-37 shown under columns 28 tc 32, include refunds.

Earnings from passengers carried (in thousands).					Average rate (in pies) charged per passenger per mile.					Railway.
1st. 28	2nd 29	Inter. 30	3rd. 31	Total. 32	1st. 33	2nd. 34	Inter. 35	3rd. 36	Total. 37	38
Rs.	Rs.	Rs.	Rs.	Rs.						
										3′ 3⅜″ gauge—*concld.*
1,08	*1,68*	*2,41*	*63,66*	*68,83*	*16·1*	*9·57*	*3·27*	*2·96*	*3·07*	Eastern Bengal.
1,10	1,67	2,56	72,64	77,97	15·8	9·42	3·23	2·93	3·02	
57	*1,91*	*1,69*	*37,80*	*41,97*	*22·5*	*11·0*	*4·98*	*3·77*	*3·98*	Jodhpur.
63	1,98	1,79	39,07	43,47	22·7	11·1	4·98	3·77	3·98	
1,11	*3,35*	*1,93*	*75,37*	*81,76*	*20·9*	*5·22*	*5·48*	*2·99*	*3·11*	Madras and Southern Mahratta.
1,04	3,13	2,34	76,33	82,84	21·1	4·78	5·14	2·92	3·04	
37	*1,12*	*Nil*	*25,57*	*27,06*	*16·2*	*7·42*	*Nil*	*2·94*	*3·05*	Nizam's State.
35	1,14	Nil	27,43	28,92	16·3	8·06	Nil	2·93	3·03	
43	*1,01*	*65*	*21,58*	*23,67*	*21·0*	*9·50*	*4·26*	*2·48*	*2·64*	Rohilkund and Kumaon.
39	96	64	22,91	24,90	20·2	9·19	4·24	2·51	2·65	
3,44	*7,33*	*39*	*1,44,36*	*1,55,52*	*23·0*	*‡10·1*	*7·70*	*3·19*	*3·35*	South Indian.
3,13	7,53	43	1,54,64	1,65,73	22·1	10·1	7·57	3·04	3·18	
14,33	*30,98*	*15,37*	*8,01,45*	*8,62,13*	*19·2*	*7·96*	*4·11*	*2·97*	*3·10*	Total 3′ 3⅜″ gauge.
11,96	25,04	16,40	7,61,34	8,14,74	18·6	7·54	4·09	2·87	2·99	
										2′ 6″ and 2′ 0″ gauges.
5	*22*	*43*	*10,87*	*11,57*	*18·5*	*9·15*	*4.15*	*2·73*	*2·81*	Bengal-Nagpur.
5	21	43	11,06	11,75	18·9	9·19	4·11	2·70	2·78	
Nil	*8*	*Nil*	*4,71*	*4,79*	*Nil*	*14·9*	*Nil*	*3·19*	*3·23*	Bombay, Baroda and Central India.
Nil	9	Nil	4,70	4,79	Nil	15·0	Nil	3·15	3·20	
..	*2*	*1*	*1,09*	*1,12*	*17·2*	*13·2*	*3·39*	*3·40*	*3·47*	Eastern Bengal.
..	2	1	1,14	1,17	16·9	13·0	3·44	3·41	3·46	
†	*3*	†	*2,21*	*2,24*	†	*13·0*	†	*4·56*	*4·59*	Great Indian Peninsula.
†	2	†	2,46	2,48	†	13·0	†	3·55	3·57	
54	*69*	*52*	*8,41*	*10,16*	*44·1*	*15·9*	*10·4*	*5·15*	*5·85*	North-Western.
57	93	58	9,46	11,54	39·0	15·3	10·2	5·16	5·86	
1	*4*	*Nil*	*1,36*	*1,41*	*14·1*	*11·6*	*Nil*	*‡2·46*	*‡2·47*	South Indian.
Nil	5	Nil	1,53	1,58	Nil	10·4	Nil	2·43	2·44	
60	*1,08*	*96*	*28,65*	*31,29*	*32·0*	*10·9*	*6·13*	*3·28*	*3·47*	Total 2′ 6″ and 2′ 0″ gauges.
62	1,32	1,02	30,35	33,31	36·0	11·0	6·30	3·27	3·48	
79,92	*1,41,86*	*1,13,30*	*25,33,35*	*28,68,43*	*17·9*	*8·32*	*4·11*	*2·95*	*3·16*	Total Class I. Railways.
77,82	1,39,03	1,20,73	25,94,62	29,32,20	18·0	8·31	4·13	2·94	3·14	

‡ Revised figures.

13.—Statement of Goods Revenue Statistics of Class I Railways

Railway.	Year.	Tons originating on home line (whether local or foreign). Coal for the public.	Coal for foreign Railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).	Total. (Columns 3+4+5+6+7.)	(a). Other traffic.	(a). Total. (Columns 8+9.)
1	2	3	4	5	6	7	8	9	10
5′ 6″ GAUGE.									
Bengal-Nagpur	*1936-37*	*4,691*	*1,048*	*867*	*809*	*6,466*	*13,881*	*1,573*	*15,454*
	1937-38	5,269	1,279	979	885	7,451	15,863	1,869	17,732
Bombay, Baroda and Central India.	*1936-37*	*1*	*Nil*	*16*	*379*	*2,610*	*3,006*	*2,226*	*5,232*
	1937-38	1	Nil	14	350	2,796	3,161	2,444	5,605
Eastern Bengal	*1936-37*	*5*	..	*13*	*235*	*1,826*	*2,079*	*2,733*	*4,812*
	1937-38	7	..	5	200	2,005	2,217	2,773	4,990
East Indian	*1936-37*	*8,147*	*2,400*	*1,611*	*1,229*	*7,212*	*20,599*	*3,552*	*24,151*
	1937-38	9,373	2,681	1,778	1,346	7,703	22,881	3,489	26,370
Great Indian Peninsula	*1936-37*	*814*	*13*	*556*	*1,116*	*4,559*	*7,058*	*3,408*	*10,466*
	1937-38	838	5	608	877	4,502	6,830	4,216	11,046
Madras and Southern Mahratta.	*1936-37*	*52*	*Nil*	..	*467*	*1,334*	*1,853*	*2,063*	*3,916*
	1937-38	51	..	1	422	1,352	1,826	2,335	4,161
Nizam's State	*1936-37*	*349*	*341*	*210*	*235*	*389*	*1,524*	*512*	*2,036*
	1937-38	478	448	226	202	401	1,755	562	2,317
North Western (Commercial).	*1936-37*	*18*	*1*	*25*	*1,989*	*6,492*	*8,525*	*4,333*	*12,858*
	1937-38	16	1	23	2,093	6,298	8,431	4,710	13,141
North-Western (Military)	*1936-37*	*63*	*Nil*	*3*	*207*	*1,168*	*1,441*	*1,028*	*2,469*
	1937-38	72	..	5	168	1,322	1,567	1,166	2,733
North Western (Total)	*1936-37*	*81*	*1*	*28*	*2,196*	*7,660*	*9,966*	*3,525*	*13,491*
	1937-38	88	1	28	2,261	7,620	9,998	3,811	13,809
South Indian	*1936-37*	*19*	*Nil*	*8*	*189*	*1,273*	*1,489*	*732*	*2,221*
	1937-38	38	Nil	18	154	1,270	1,480	698	2,178
TOTAL 5′ 6″ GAUGE.	*1936-37*	*14,159*	*3,803*	*3,309*	*6,855*	*33,329*	*61,455*	*(a)20,324*	*(a)81,779*
	1937-38	16,143	4,414	3,657	6,697	35,100	66,011	(a) 22,197	(a) 88,208
3′ 3⅜″ GAUGE.									
Assam Bengal	*1936-37*	*28*	*2*	*11*	*131*	*1,026*	*1,198*	*385*	*1,583*
	1937-38	28	1	22	136	1,044	1,231	385	1,616
Bengal and North Western	*1936-37*	*8*	*1*	*48*	*640*	*3,131*	*3,828*	*1,464*	*5,292*
	1937-38	9	..	49	610	3,400	4,068	1,396	5,464
Bombay, Baroda and Central India.	*1936-37*	*2*	*Nil*	*6*	*428*	*1,271*	*1,707*	*2,344*	*4,051*
	1937-38	1	..	6	429	1,256	1,692	2,434	4,126
Burma	*1936-37*	*48*	*Nil*	*173*	*1,299*	*2,337*	*3,857*	*Nil*	*3,857*
	1937-38	‡	‡	‡	‡	‡	‡	‡	‡

(a) Columns 9 to 16.—In these totals consignments passing over two or more railways or two or more gauges on the same railway only on each railway system.

‡ Figures not received due to separation with effect from 1-4-37.

for the years 1936-37 and 1937-38 (In thousands).

Tons carried (a).							Tons terminating.	Tons of cross traffic.	Railway.
Coal for the public.	Coal for foreign railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).	Total. (Columns 11+12+13+14+15.)	(a) On the system.			
11	12	13	14	15	16	17	18	19	20
									5′ 6″ Gauge.
5,194	*1,194*	*867*	*926*	*7,273*	*15,454*	*15,835*	*11,359*	*375*	Bengal-Nagpur.
5,929	1,404	979	1,002	8,418	17,732	18,176	13,065	368	
783	*20*	*232*	*697*	*3,500*	*5,232*	*8,126*	*3,992*	*301*	Bombay, Baroda and Central India.
941	23	289	707	3,645	5,605	8,559	4,335	340	
1,228	*115*	*293*	*315*	*2,861*	*4,812*	*5,966*	*3,757*	*568*	Eastern Bengal.
1,388	89	248	276	2,989	4,990	6,133	3,839	598	
8,882	*2,652*	*1,611*	*1,383*	*9,123*	*24,151*	*24,151*	*16,373*	*1,101*	East Indian.
10,125	2,899	1,778	1,930	9,638	26,370	26,370	18,009	1,008	
1,627	*275*	*849*	*1,743*	*5,972*	*10,466*	*10,495*	*7,808*	*477*	Great Indian Peninsula.
2,067	383	1,010	1,565	6,021	11,046	11,078	7,661	1,369	
184	*334*	*391*	*856*	*2,151*	*3,916*	*5,865*	*2,824*	*485*	Madras and Southern Mahratta.
254	355	527	827	2,198	4,161	6,037	3,104	556	
377	*341*	*210*	*439*	*669*	*2,036*	*2,504*	*818*	*313*	Nizam's State.
516	453	226	437	685	2,317	2,796	839	351	
1,139	*1*	*1,022*	*2,475*	*8,221*	*12,858*	†	*10,950*	†	North Western (Commercial).
1,314	1	1,209	2,565	8,052	13,141	†	11,012	†	
213	..	*121*	*322*	*1,813*	*2,469*	†	*1,375*	†	North-Western (Military).
231	..	130	292	2,080	2,733	†	1,521	†	
1,177	*1*	*1,025*	*2,483*	*8,805*	*13,491*	*13,609*	*12,325*	*169*	North-Western (Total).
1,356	1	1,213	2,568	8,671	13,809	13,959	12,533	185	
23	*Nil*	*270*	*418*	*1,510*	*2,221*	*5,137*	*1,655*	*177*	South Indian.
43	Nil	223	387	1,525	2,178	5,194	1,622	119	
(a) 19,475	*(a) 4,932*	*(a) 5,748*	*(a) 9,760*	*(a) 41,864*	*(a) 81,779*		*60,911*	*3,966*	Total 5′ 6″ Gauge.
(a) 22,619	(a) 5,607	(a) 6,493	(a) 9,699	(a) 43,790	(a) 88,208		65,007	4,894	
									3′ 3⅜″ Gauge.
99	*10*	*105*	*162*	*1,207*	*1,583*	*1,583*	*1,223*	*11*	Assam Bengal.
113	8	97	166	1,232	1,616	1,616	1,258	14	
322	*1*	*276*	*944*	*3,749*	*5,292*	*5,292*	*4,431*	*58*	Bengal and North-Western.
320	..	298	883	3,963	5,464	5,464	4,603	80	
300	*101*	*242*	*866*	*2,542*	*4,051*	*	*2,277*	*899*	Bombay, Baroda and Central India.
331	112	284	881	2,518	4,126	*	2,312	1,016	
48	*Nil*	*173*	*1,299*	*2,337*	*3,857*	*3,857*	*3,857*	*Nil*	Burma.
‡	‡	‡	‡	‡	‡	‡	‡	‡	

are considered as two or more separate consignments, but in column 17 each consignment is considered to have performed one journey

* Shown under 5′ 6 ′gauge. † Not required.

13.—Statement of Goods Revenue Statistics of Class I Railways

Railway.	Year.	Tons originating on home line (whether local or foreign). Coal for the public.	Coal for foreign Railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).	Total. (Columns 3+4+5+6+7.)	(a). Other traffic.	(a). Total. (Columns 8+9.)
	2	3	4	5	6	7	8	9	10
3′ 3¾″ GAUGE—*concld.*									
Eastern Bengal	*1936-37*	*1*	..	*6*	*254*	*987*	*1,248*	*1,229*	*2,477*
	1937-38	1	..	9	198	911	1,119	1,267	2,386
Jodhpur	*1936-37*	*Nil*	*Nil*	*4*	*154*	*691*	*849*	*447*	*1,296*
	1937-38	1	Nil	4	178	638	821	476	1,297
Madras and Southern Mahratta.	*1936-37*	*29*	*12*	*152*	*608*	*1,005*	*1,806*	*732*	*2,538*
	1937-38	29	12	172	464	985	1,662	758	2,420
Nizam's State	*1936-37*	..	..	..	*180*	*256*	*436*	*260*	*696*
	1937-38	..	..	..	200	225	425	280	705
Rohilkund and Kumaon	*1936-37*	*Nil*	*Nil*	*53*	*94*	*1,387*	*1,534*	*232*	*1,766*
	1937-38	..	..	68	138	1,237	1,443	166	1,609
South Indian	*1936-37*	*74*	*Nil*	*22*	*735*	*2,201*	*3,032*	*421*	*3,453*
	1937-38	105	Nil	46	690	2,223	3,064	461	3,525
TOTAL 3′ 3¾″ GAUGE	*1936-37*	*190*	*15*	*475*	*4,523*	*14,292*	*19,495*	*(a) 7,514*	*(a) 27,009*
	1937-38	174	13	376	3,043	11,919	15,525	(a) 7,623	(a) 23,148
2′ 6″ AND 2′ 0″ GAUGES.									
Bengal-Nagpur.	*1936-37*	*39*	*1*	*51*	*91*	*431*	*613*	*146*	*759*
	1937-38	40	2	57	90	592	781	147	928
Bombay, Baroda and Central India.	*1936-37*	*Nil*	*Nil*	*Nil*	*22*	*229*	*251*	*66*	*317*
	1937-38	Nil	Nil	Nil	15	242	257	71	328
Eastern Bengal	*1936-37*	*Nil*	*Nil*	*Nil*	*Nil*	*2*	*2*	*1*	*3*
	1937-38	..	..	..	..	2	2	1	3
Great Indian Peninsula	*1936-37*	*Nil*	*Nil*	*Nil*	*18*	*82*	*100*	*73*	*173*
	1937-38	..	..	..	20	76	96	62	158
North Western (Commercial)	*1936-37*	*88*	..	*14*	*96*	*108*	*306*	*141*	*447*
	1937-38	99	..	20	102	135	356	164	520
North-Western (Military)	*1936-37*	*Nil*	..	*2*	*1*	*45*	*48*	*46*	*94*
	1937-38	..	..	2	2	51	55	46	101
North-Western (Total)	*1936-37*	*88*	..	*16*	*97*	*153*	*354*	*161*	*515*
	1937-38	99	..	22	104	186	411	179	590
South Indian	*1936-37*	*Nil*	*Nil*	*Nil*	*11*	*20*	*31*	*12*	*43*
	1937-38	Nil	Nil	Nil	19	19	38	14	52
TOTAL 2′ 6″ & 2′ 0″ GAUGES	*1936-37*	*127*	*1*	*67*	*239*	*917*	*1,351*	*(a) 459*	*(a) 1,810*
	1937-38	139	2	79	248	1,117	1,585	(a) 474	(a) 2,059
TOTAL CLASS I RAILWAYS	*1936-37*	*14,476*	*3,819*	*3,851*	*11,617*	*48,538*	*82,301*	*(a) 28,297*	*(a)110,598*
	1937-38	16,456	4,429	4,112	9,988	48,136	83,121	(a) 30,294	(a)113,415

(a) Columns 9 to 16.—In these totals consignments passing over two or more railways or two or more gauges on the same railway only on each railway system.

for the years 1936-37 and 1937-38 (In thousands)—contd.

Tons carried. (a)							Tons terminating.	Tons of cross traffic.	Railway.
Coal for the public.	Coal for foreign railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).	Total (Columns 11+12+13+14+15).	(a) On the system.			
11	12	13	14	15	16	17	18	19	20
									3′ 3½″ GAUGE—*concld.*
245	*95*	*120*	*380*	*1,637*	*2,477*	*	*1,093*	*599*	Eastern Bengal.
295	70	114	317	1,590	2,386	*	1,115	614	
26	*8*	*65*	*283*	*914*	*1,296*	*1,296*	*804*	*198*	Jodhpur.
28	8	69	326	866	1,297	1,297	781	194	
56	*25*	*158*	*855*	*1,444*	*2,538*	*	*1,877*	*103*	Madras and Southern Mahratta.
72	22	180	703	1,443	2,420	*	1,819	116	
36	*1*	*30*	*250*	*379*	*696*	*	*383*	*65*	Nizam's State.
42	1	34	275	353	705	*	382	70	
26	*Nil*	*53*	*122*	*1,565*	*1,766*	*1,766*	*1,399*	*2*	Rohilkund and Kumaon.
23	..	68	146	1,372	1,609	1,609	1,239	2	
75	..	*128*	*815*	*2,435*	*3,453*	*	*3,143*	*12*	South Indian.
106	Nil	169	779	2,471	3,525	*	3,172	10	
(a) *1,233*	(a) *241*	(a) *1,350*	(a) *5,976*	(a) *18,209*	(a) *27,009*		*20,487*	*1,947*	TOTAL 3′ 3½″ GAUGE.
(a) 1,330	(a) 221	(a) 1,313	(a) 4,476	(a) 15,808	(a) 23,148		16,681	2,116	
									2′ 6″ AND 2′ 0″ GAUGES.
69	1	*54*	*113*	*522*	*759*	*	*520*	*7*	Bengal-Nagpur.
72	2	60	116	678	928	*	587	5	
4	*Nil*	*1*	*45*	*267*	*317*	*	*122*	*4*	Bombay, Baroda and Central India.
3	..	1	43	281	328	*	116	6	
Nil	*Nil*	*Nil*	*Nil*	*3*	*3*	*	*1*	*Nil*	Eastern Bengal.
..	..	..	..	3	3	*	1	..	
10	*Nil*	*Nil*	*43*	*120*	*173*	*	*103*	*Nil*	Great Indian Peninsula.
13	..	..	36	109	158	*	94	..	
103	..	*14*	*114*	*216*	*447*	*	*215*	†	North-Western (Commercial).
118	..	21	117	264	520	*	271	†	
5	..	*4*	*6*	*79*	*94*	*	*64*	†	North-Western (Military).
5	..	4	6	86	101	*	60	†	
104	..	*16*	*118*	*277*	*515*	*	*279*	†	North-Western (Total).
119	..	22	122	327	590	*	331	†	
Nil	*Nil*	*Nil*	*13*	*30*	*43*	*	*17*	*Nil*	South Indian.
Nil	Nil	Nil	22	30	52	*	22	Nil	
(a) *187*	(a) *1*	(a) *71*	(a) *332*	(a) *1,219*	(a) *1,810*		*1,042*	*11*	TOTAL 2′ 6″ & 2′ 0″ GAUGES.
(a) 207	(a) 2	(a) 83	(a) 339	(a) 1,428	(a) 2,059		1,151	11	
(a) *20,895*	(a) *5,174*	(a) *7,169*	(a) *16,068*	(a) *61,292*	(a) *110,598*	*105,482*	*82,440*	*5,924*	TOTAL CLASS I RAILWAYS.
(a) 24,156	(a) 5,830	(a) 7,889	(a) 14,514	(a) 61,026	(a) 113,415	108,288	82,839	7,021	

are considered as two or more separate consignments but in column 17 each consignment is considered to have performed one journey

* Shown under 5′ 6″ gauge. † Not required.

13.—Statement of Goods Revenue Statistics of Class I Railways

Railway.	Year.	Net ton miles.					
		Coal for the public.	Coal for foreign Railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other Commodities (including other revenue stores).	Total (Columns 23+24+25+26+27).
21	22	23	24	25	26	27	28
5′ 6″ GAUGE.							
Bengal-Nagpur	*1936-37*	*666,050*	*341,093*	*167,000*	*168,778*	*1,390,135*	*2,733,056*
	1937-38	787,337	364,828	186,530	190,461	1,678,407	3,207,563
Bombay, Baroda and Central India.	*1936-37*	*231,153*	*5,482*	*67,234*	*145,514*	*641,881*	*1,091,264*
	1937-38	283,224	6,250	76,309	168,293	625,019	1,159,095
Eastern Bengal	*1936-37*	*81,980*	*19,244*	*41,529*	*30,124*	*350,827*	*523,704*
	1937-38	96,536	14,117	34,833	23,773	362,186	531,445
East Indian	*1936-37*	*2,210,256*	*1,344,193*	*414,509*	*600,136*	*1,549,050*	*6,118,144*
	1937-38	2,627,546	1,539,020	468,570	631,240	1,567,013	6,833,389
Great Indian Peninsula	*1936-37*	*444,388*	*110,735*	*252,086*	*545,256*	*1,313,590*	*2,666,055*
	1937-38	674,617	146,618	269,256	482,895	1,323,429	2,896,815
Madras and Southern Mahratta	*1936-37*	*30,197*	*191,063*	*104,428*	*151,317*	*363,895*	*840,900*
	1937-38	44,530	192,376	145,777	160,895	383,802	927,380
Nizam's State	*1936-37*	*71,907*	*37,156*	*16,970*	*75,165*	*95,360*	*296,558*
	1937-38	91,097	56,513	19,230	85,963	100,615	353,418
North Western (Commercial)	*1936-37*	*250,453*	*24*	*365,577*	*595,460*	*1,405,430*	*2,616,944*
	1937-38	296,306	16	443,944	708,381	1,364,160	2,812,807
North Western (Military)	*1936-37*	*18,325*	*2*	*18,113*	*29,953*	*157,084*	*223,477*
	1937-38	21,631	..	21,074	24,922	189,915	257,542
North Western (Total).	*1936-37*	*268,778*	*26*	*383,690*	*625,413*	*1,562,514*	*2,840,421*
	1937-38	317,937	16	465,018	733,303	1,554,075	3,070,349
South Indian	*1936-37*	*2,064*	*2*	*49,459*	*45,691*	*143,697*	*240,913*
	1937-38	4,408	Nil	37,635	40,034	161,098	243,175
TOTAL 5′ 6″ GAUGE.	*1936-37*	*4,006,773*	*2,048,994*	*1,496,905*	*2,387,394*	*7,410,949*	*17,351,015*
	1937-38	4,927,232	2,319,738	1,703,158	2,516,857	7,755,644	19,222,629
3′ 3⅜″ GAUGE.							
Assam-Bengal	*1936-37*	*10,355*	*2,123*	*16,704*	*22,450*	*210,013*	*261,645*
	1937-38	13,509	1,975	15,943	21,094	218,605	271,126
Bengal and North-Western	*1936-37*	*43,668*	*30*	*42,216*	*111,013*	*493,307*	*690,234*
	1937-38	42,340	11	40,144	100,648	502,266	685,409
Bombay, Baroda and Central India.	*1936-37*	*45,330*	*20,303*	*61,073*	*169,460*	*463,962*	*760,128*
	1937-38	46,321	24,425	63,165	189,141	463,559	786,611
Burma	*1936-37*	*24,733*	Nil	*34,779*	*175,736*	*411,073*	*646,321*
	1937-38	†	†	†	†	†	†

† Figures not received due to separation with effect from 1-4-37.

for the years 1936-37 and 1937-38 (In thousands)—contd.

*Average miles a ton of goods was carried.

Coal for the public.	Coal for foreign railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).	Total coal (excluding coal for home line).	Total goods (including coal).	Railway.
29	30	31	32	33	34	35	36
							5′ 6″ Gauge.
129	*286*	*194*	*182*	*191*	*159*	*178*	Bengal Nagpur.
134	260	193	190	200	158	182	
295	*273*	*289*	*209*	*188*	*295*	*212*	Bombay, Baroda and Central India.
301	275	264	238	178	300	212	
67	*167*	*142*	*96*	*123*	*75*	*109*	Eastern Bengal.
70	159	141	86	121	75	107	
249	*507*	*257*	*319*	*170*	*308*	*253*	East Indian.
260	531	263	327	163	320	259	
273	*402*	*297*	*313*	*220*	*292*	*256*	Great Indian Peninsula.
326	382	267	309	220	335	263	
164	*572*	*267*	*177*	*169*	*427*	*215*	Madras and Southern Mahratta.
175	542	277	195	175	389	223	
191	*109*	*81*	*171*	*143*	*152*	*146*	Nizam's State.
176	125	85	197	147	152	153	
220	*23*	*359*	*241*	*177*	*220*	*208*	North Western (Commercial).
226	20	369	276	174	225	218	
86	*31*	*150*	*93*	*89*	*86*	*93*	North Western (Military).
94	..	162	85	93	94	95	
228	*23*	*376*	*252*	*185*	*228*	*216*	North Western (Total).
234	20	385	286	185	234	227	
91	*40*	*183*	*109*	*95*	*91*	*109*	South Indian.
103	Nil	169	103	106	103	112	
**206*	**415*	**260*	**245*	**177*	**248*	**212*	Total 5′ 6″ Gauge.
*218	*414	*262	*259	*177	*257	*218	
							3′ 3⅜″ Gauge.
104	*205*	*160*	*139*	*174*	*114*	*165*	Assam-Bengal.
119	238	164	127	178	128	168	
135	*40*	*153*	*118*	*132*	*135*	*131*	Bengal and North Western.
132	68	135	114	127	132	125	
151	*201*	*252*	*196*	*183*	*164*	*188*	Bombay, Baroda and Central India.
140	217	223	215	184	160	191	
516	*Nil*	*202*	*135*	*176*	*516*	*168*	Burma.
†	†	†	†	†	†	†	

* Columns 29 to 35.—For the purpose of these figures consignments passing over two or more railways or two or more gauges on the same railway are considered as two or more separate consignments.

13.—*Statement of Goods Revenue Statistics of Class I Railways*

Railway.	Year.	Net ton miles.					
		Coal for the public.	Coal for foreign Railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other Commodities (including other revenue stores).	*Total.* (Columns 23+24+25 +26+27.)
21	22	23	24	25	26	27	28
3′ 3⅜″ GAUGE—*concld.*							
Eastern Bengal	*1936-37*	*28,779*	*11,194*	*12,623*	*43,625*	*172,613*	*268,834*
	1937-38	33,699	8,427	11,230	37,020	175,750	266,126
Jodhpur	*1936-37*	*4,843*	*1,048*	*14,537*	*62,367*	*106,327*	*189,122*
	1937-38	6,241	802	15,447	62,093	99,750	184,333
Madras and Southern Mahratta	*1936-37*	*6,117*	*6,681*	*31,509*	*148,468*	*232,086*	*424,861*
	1937-38	7,422	8,372	61,128	123,618	237,251	437,791
Nizam's State	*1936-37*	*7,074*	*170*	*5,971*	*36,114*	*44,593*	*93,922*
	1937-38	8,180	197	6,726	41,772	44,899	101,774
Rohilkund and Kumaon	*1936-37*	*1,103*	*Nil*	*1,480*	*7,873*	*101,014*	*111,470*
	1937-38	977	..	2,210	9,653	93,266	106,106
South Indian	*1936-37*	*5,177*	*8*	*4,758*	*85,921*	*193,938*	*289,802*
	1937-38	8,272	3	19,676	85,728	206,836	320,515
TOTAL 3′ 3⅜″ GAUGE	*1936-37*	*177,179*	*41,557*	*225,650*	*863,027*	*2,428,926*	*3,736,339*
	1937-38	166,961	44,212	235,669	670,767	2,042,182	3,159,791
2′ 6″ AND 2′ 0″ GAUGES.							
Bengal-Nagpur	*1936-37*	*5,998*	*158*	*6,874*	*7,465*	*25,335*	*45,830*
	1937-38	6,093	278	6,961	8,670	32,098	54,100
Bombay, Baroda and Central India.	*1936-37*	*127*	*Nil*	*21*	*1,065*	*5,385*	*6,598*
	1937-38	98	..	18	1,025	5,592	6,733
Eastern Bengal	*1936-37*	*Nil*	*Nil*	*Nil*	*1*	*55*	*56*
	1937-38	..	..	..	1	55	56
Great Indian Peninsula	*1936-37*	*364*	*Nil*	*Nil*	*1,976*	*4,465*	*6,805*
	1937-38	488	..	..	1,844	3,971	6,303
North Western (Commercial)	*1936-37*	*2,929*	..	*595*	*4,298*	*10,401*	*18,223*
	1937-38	3,454	..	803	4,352	13,400	22,009
North Western (Military)	*1936-37*	*347*	..	*277*	*375*	*4,810*	*5,809*
	1937-38	384	..	306	407	5,173	6,270
North Western (Total)	*1936-37*	*3,276*	..	*872*	*4,673*	*15,211*	*24,032*
	1937-38	3,838	..	1,109	4,759	18,573	28,279
South Indian	*1936-37*	*Nil*	*Nil*	*1*	*445*	*970*	*1,416*
	1937-38	Nil	Nil	2	787	911	1,700
TOTAL 2′ 6″ & 2′ 0″ GAUGES	*1936-37*	*9,765*	*158*	*7,768*	*15,625*	*51,421*	*84,737*
	1937-38	10,517	278	8,090	17,083	61,200	97,171
TOTAL CLASS I RAILWAYS	*1936-37*	*4,193,717*	*2,090,709*	*1,730,323*	*3,266,046*	*9,891,296*	*21,172,091*
	1937-38	5,104,710	2,364,228	1,946,917	3,204,710	9,859,026	22,479,591

for the years 1936-37 and 1937-38 (In thousands)—contd.

*Average miles a ton of goods was carried.							
Coal for the public.	Coal for foreign railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).	Total coal (excluding coal for home line).	Total goods (including coal).	Railway.
29	30	31	32	33	34	35	36
							3′ 3⅜″ GAUGE—*concld.*
117	*117*	*105*	*115*	*105*	*117*	*109*	Eastern Bengal.
114	120	98	117	111	115	112	
188	*127*	*222*	*220*	*116*	*173*	*146*	Jodhpur.
221	101	224	190	115	195	142	
109	*267*	*199*	*174*	*161*	*158*	*167*	Madras and Southern Mahratta.
103	380	340	176	164	168	181	
197	*184*	*194*	*145*	*118*	*196*	*135*	Nizam's State.
194	185	198	152	127	194	144	
42	*Nil*	*28*	*65*	*65*	*42*	*63*	Rohilkund and Kumaon.
42	..	32	66	69	42	66	
69	*144*	*37*	*106*	*80*	*69*	*84*	South Indian.
78	38	117	110	84	78	91	
**144*	**172*	**167*	**144*	**133*	**148*	**138*	TOTAL 3′ 3⅜″ GAUGE.
*126	*200	*179	*150	*129	*136	*137	
							2′ 6″ AND 2′ 0″ GAUGES.
87	*126*	*127*	*66*	*49*	*88*	*60*	Bengal-Nagpur.
84	138	116	75	47	86	58	
29	*Nil*	*40*	*24*	*20*	*29*	*21*	Bombay, Baroda and Central India.
29	Nil	39	24	20	29	21	
Nil	*Nil*	*Nil*	*11*	*19*	..	*18*	Eastern Bengal.
..	..	..	11	19	..	18	
36	*Nil*	*Nil*	*46*	*37*	*36*	*39*	Great Indian Peninsula.
37	..	..	52	37	37	40	
28	*Nil*	*44*	*38*	*49*	*28*	*41*	North Western (Commercial).
29	..	39	37	51	29	42	
66	*Nil*	*76*	*66*	*61*	*66*	*62*	North Western (Military).
79	..	71	68	60	79	62	
31	*Nil*	*57*	*40*	*56*	*31*	*47*	North Western (Total).
32	..	50	39	57	32	48	
Nil	*Nil*	*19*	*35*	*32*	*Nil*	*33*	South Indian.
..	..	19	36	31	..	33	
**52*	**126*	**109*	**47*	**42*	**53*	**47*	TOTAL 2′ 6″ AND 2′ 0″ GAUGES.
*51	*138	*97	*50	*43	*52	*47	
**201*	**404*	**241*	**203*	**161*	**241*	**191*	TOTAL CLASS I RAILWAYS
*211	*406	*247	*221	*162	*249	*198	

*Columns 29 to 35.—For the purpose of these figures consignments passing over two or more railways or two or more gauges on the same railway are considered as two or more separate consignments.

13.—*Statement of Goods Revenue Statistics of Class I Railways*

NOTE.—The figures for 1936-37 shown under

Railway.	Year.	Earnings from goods carried (in thousands).					
		Coal for the public.	Coal for foreign railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).	Total. (Columns 39+40+41+42+43.)
37	38	39	40	41	42	43	44
5′ 6″ GAUGE.		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Bengal-Nagpur	*1936-37*	*1,23,54*	*42,68*	*21 69*	*88,35*	*3,46,18*	*6,22,44*
	1937-38	1,45,01	50,44	24,45	94,69	4,01,41	7,16,00
Bombay, Baroda and Central India.	*1936-37*	*29,64*	*60*	*6,30*	*64,56*	*3,48,22*	*4,49,32*
	1937-38	37,71	69	7,16	68,06	3,24,72	4,38,34
Eastern Bengal	*1936-37*	*19,08*	*2,98*	*6,20*	*13,44*	*1,73,84*	*2,15,54*
	1937-38	21,94	2,27	5,22	10,59	1,69,99	2,10,01
East Indian	*1936-37*	*3,71,20*	*1,67,22*	*53,06*	*1,67,79*	*5,87,43*	*13,46,70*
	1937-38	4,27,91	1,88,04	59,86	1,81,41	6,03,54	14,60,76
Great Indian Peninsula	*1936-37*	*62,52*	*13,20*	*26,75*	*2,09,04*	*6,10,27*	*9,21,78*
	1937-38	90,04	18,18	28,28	1,84,20	5,62,59	8,83,29
Madras and Southern Mahratta	*1936-37*	*6,55*	*17,50*	*14,03*	*60,29*	*1,68,67*	*2,67,04*
	1937-38	9,34	21,66	19,39	55,66	1,70,60	2,76,65
Nizam's State	*1936-37*	*15,72*	*8,53*	*2,14*	*28,41*	*48,02*	*1,02,82*
	1937-38	19,54	11,67	2,45	28,59	50,56	1,12,81
North Western (Commercial)	*1936-37*	*30,86*	..	*37,75*	*2,41,39*	*7,27,84*	*10,37,84*
	1937-38	35,59	..	46,93	2,66,99	6,43,42	9,92,93
North Western (Military)	*1936-37*	*2,29*	..	*1,89*	*12,21*	*64,40*	*80,79*
	1937-38	2,62	..	2,24	9,72	69,98	84,56
North Western (Total)	*1936-37*	*33,15*	..	*39,64*	*2,53,60*	*7,92,24*	*11,18,63*
	1937-38	38,21	..	49,17	2,76,71	7,13,40	10,77,49
South Indian	*1936-37*	*55*	*Nil*	*6,36*	*26,67*	*80,47*	*1,14,05*
	1937-38	1,34	*Nil*	5,84	23,74	86,45	1,17,37
TOTAL 5′ 6″ GAUGE	*1936-37*	*6,61,95*	*2,52,71*	*1,76,17*	*9,12,15*	*31,55,34*	*51,58,32*
	1937-38	7,91,04	2,92,95	2,01,82	9,23,65	30,83,26	52,92,72
3′ 3⅜″ GAUGE.							
Assam-Bengal	*1936-37*	*2,92*	*28*	*2,19*	*9,51*	*86,11*	*1,01,01*
	1937-38	3,13	25	2,09	9,33	87,37	1,02,17
Bengal and North Western	*1936-37*	*9,88*	..	*5,78*	*53,23*	*1,67,95*	*2,36,84*
	1937-38	9,64	..	5,76	49,79	1,66,98	2,32,17
Bombay, Baroda and Central India	*1936-37*	*6,53*	*2,46*	*5,72*	*68,45*	*2,47,09*	*3,30,25*
	1937-38	6,81	2,87	5,92	74,15	2,38,80	3,28,55
Burma	*1936-37*	*5,31*	*Nil*	*4,49*	*85,34*	*1,60,09*	*2,55,23*
	1937-38	†	†	†	†	†	†

† Figures not received due to separation with effect from 1-4-37.

for the years 1936-37 and 1937-38 (In thousands)—contd.

columns 39 to 44 include refunds.

Average rate (in pies) charged for carrying a ton of goods one mile.							Railway.
Coal for the public.	Coal for foreign railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).	Total coal (excluding coal for home line).	Total goods (including coal).	
45	46	47	48	49	50	51	52
							5″ 6″ Gauge.
3·47	*2·40*	*2·49*	*10·0*	*4·73*	*3·11*	*4·32*	Bengal Nagpur.
3·45	2·65	2·52	9·51	4·55	3·20	4·24	
2·46	*2·10*	*1·80*	*8·52*	*10·4*	*2·45*	*7·90*	Bombay, Baroda and Central India.
2·56	2·12	1·80	7·77	9·96	2·55	7·25	
4·47	*2·98*	*2·87*	*8·56*	*9·51*	*4·19*	*7·90*	Eastern Bengal.
4·36	3·09	2·88	8·55	9·01	4·20	7·59	
3·22	*2·39*	*2·46*	*5·37*	*7·27*	*2·91*	*4·22*	East Indian.
3·12	2·35	2·45	5·52	7·38	2·84	4·10	
2·70	*2·29*	*2·04*	*7·36*	*8·92*	*2·62*	*6·64*	Great Indian Peninsula.
2·56	2·38	2·02	7·32	8·16	2·53	5·85	
4·16	*1·76*	*2·58*	*7·65*	*8·90*	*2·09*	*6·10*	Madras and Southern Mahratta.
4·03	2·16	2·55	6·64	8·53	2·51	5·73	
4·20	*4·41*	*2·42*	*7·26*	*9·67*	*4·27*	*6·66*	Nizam's State.
4·12	3·96	2·44	6·39	9·65	4·06	6·13	
2·37	*2·44*	*1·98*	*7·78*	*9·94*	*2·37*	*7·61*	North Western (Commercial).
2·31	2·33	2·03	7·24	9·05	2·31	6·77	
2·40	*4·17*	*2·01*	*7·82*	*7·86*	*2·40*	*6·93*	North Western (Military).
2·33	..	2·04	7·48	7·07	2·33	6·30	
2·37	*2·54*	*1·98*	*7·79*	*9·73*	*2·37*	*7·56*	North Western (Total).
2·31	2·33	2·03	7·24	8·81	2·15	6·73	
5·16	*2·65*	*2·47*	*11·2*	*9·82*	*5·16*	*8·54*	South Indian.
5·54	Nil	2·47	11·4	9·60	5·54	8·72	
3·17	*2·37*	*2·26*	*7·34*	*8·17*	*2·90*	*5·71*	Total 5′ 6″ Gauge.
3·08	2·42	2·28	7·05	7·63	2·87	5·29	
							3′ 3⅜″ Gauge.
5·25	*2·45*	*2·41*	*8·11*	*7·81*	*4·77*	*7·35*	Assam-Bengal.
4·40	2·45	2·41	8·47	7·65	4·16	7·21	
4·34	*2·55*	*2·63*	*9·21*	*6·54*	*4·34*	*6·59*	Bengal and North Western.
4·37	2·59	2·76	9·50	6·40	4·37	6·52	
2·79	*2·32*	*1·80*	*7·80*	*10·3*	*2·64*	*8·39*	Bombay, Baroda and Central India.
2·84	2·25	1·80	7·57	9·96	2·64	8·07	
4·13	*Nil*	*2·48*	*9·31*	*7·47*	*4·13*	*7·57*	Burma.
†	†	†	†	†	†	†	

13.—Statement of Goods Revenue Statistics of Class I Railways

NOTE.—The figures for 1936-37, shown under

Railway.	Year.	Earnings from goods carried (in thousands).					
		Coal for the public.	Coal for foreign railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).	Total. (Columns 39+40-41 +42+43,)
37	38	39	40	41	42	43	44
3' 3⅜" GAUGE—*concld.*		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Eastern Bengal	*1936-37*	*6,67*	*1,73*	*1,89*	*19,50*	*96,44*	*1,26,23*
	1937-38	7,60	1,36	1,68	16,54	95,26	1,22,44
Jodhpur	*1936-37*	*60*	*11*	*1,57*	*21,09*	*46,54*	*69,91*
	1937-38	75	9	1,67	22,78	47,26	72,55
Madras and Southern Mahratta	*1936-37*	*1,91*	*95*	*4,28*	*84,32*	*1,19,31*	**†2,19,78*
	1937-38	2,02	97	7,91	67,65	1,17,88	*2,04,42
Nizam's State	*1936-37*	*1,68*	*3*	*78*	*15,64*	*31,95*	*50,08*
	1937-38	1,93	4	89	18,48	30,54	51,88
Rohilkund and Kumaon	*1936-37*	*19*	*Nil*	*19*	*4,92*	*40,10*	*45,40*
	1937-38	17	..	28	6,12	35,82	42,39
South Indian	*1936-37*	*1,50*	*Nil*	*74*	*50,38*	*1,12,28*	*1,64,90*
	1937-38	2,44	Nil	2,65	47,85	1,15,96	1,68,90
TOTAL 3' 3⅜" GAUGE	*1936-37*	*37,19*	*5,56*	*27,63*	*4,12,38*	*11,07,86*	*†15,99,63*
	1937-38	34,49	5,58	28,85	3,12,69	9,35,87	13,25,47
2' 6" AND 2' 0" GAUGES.							
Bengal-Nagpur	*1936-37*	*1,78*	*2*	*88*	*4,28*	*10,79*	*17,75*
	1937-38	1,84	4	89	4,82	11,79	19,38
Bombay, Baroda and Central India.	*1936-37*	*5*	*Nil*	*Nil*	*1,32*	*4,56*	*5,93*
	1937-38	4	Nil	Nil	1,19	4,37	5,60
Eastern Bengal	*1936-37*	*Nil*	*Nil*	*Nil*	*Nil*	*4*	*4*
	1937-38	..	..	..	..	5	5
Great Indian Peninsula	*1936-37*	*12*	*Nil*	*Nil*	*1,32*	*4,60*	*6,04*
	1937-38	15	..	..	1,20	3,92	5,27
North Western (Commercial)	*1936-37*	*68*	..	*17*	*3,87*	*11,95*	*16,67*
	1937-38	77	..	23	3,47	12,45	16,92
North Western (Military)	*1936-37*	*7*	..	*5*	*24*	*3,38*	*3,74*
	1937-38	8	..	6	25	3,52	3,91
North Western (Total)	*1936-37*	*75*	..	*22*	*4,11*	*15,33*	*20,41*
	1937-38	85	..	29	3,72	15,97	20,83
South Indian	*1936-37*	*Nil*	*Nil*	*Nil*	*31*	*76*	*1,07*
	1937-38	Nil	Nil	Nil	53	72	1,25
TOTAL 2' 6" & 2' 0" GAUGES	*1936-37*	*2,70*	*2*	*1,10*	*11,34*	*36,08*	*51,24*
	1937-38	2,88	4	1,18	11,46	36,82	52,38
TOTAL CLASS I RAILWAYS	*1936-37*	*7,01,84*	*2,58,29*	*2,04,90*	*13,35,87*	*42,99,28*	*†68,09,19*
	1937-38	8,28,41	2,98,57	2,31,85	12,47,80	40,55,95	66,70,57

* Includes Mormugao Harbour receipts.

† Revised figures.

for the years 1936-37 and 1937-38 (In thousands)—concld.

columns 39 to 44, include refunds.

Average rate (in pies) charged for carrying a ton of goods one mile.							Railway.
Coal for the public.	Coal for foreign railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).	Total coal (excluding coal for home line).	Total goods (including coal).	
45	46	47	48	49	50	51	52
							3′ 3⅜″ Gauge—*concld.*
4·31	*2·63*	*2·83*	*8·54*	*10·5*	*3·84*	*8·82*	Eastern Bengal.
4·20	2·78	2·83	8·52	10·2	3·92	8·63	
2·36	*2·11*	*2·07*	*6·49*	*8·40*	*2·32*	*7·10*	Jodhpur.
2·31	2·15	2·08	7·04	9·10	2·29	7·56	
6·00	*2·73*	*2·61*	*10·9*	*9·87*	*4·29*	*9·52*	Madras and Southern Mahratta.
5·23	2·22	2·48	10·5	9·54	3·63	8·61	
4·55	*3·18*	*2·52*	*8·32*	*13·8*	*4·52*	*10·2*	Nizam's State.
4·52	3·65	2·53	8·49	13·1	4·50	9·79	
3·34	*Nil*	*2·45*	*12·0*	*7·62*	*3·34*	*7·82*	Rohilkund and Kumaon.
3·36	..	2·45	12·2	7·37	3·36	7·67	
5·55	*2·36*	*3·00*	*11·3*	*10·9*	*5·55*	*10·8*	South Indian.
5·67	2·19	2·59	10·7	10·6	5·67	9·98	
4·03	*2·57*	*2·35*	*9·17*	*8·76*	*3·75*	*8·17*	Total 3′ 3⅜″ Gauge.
3·97	2·42	2·35	8·95	8·80	3·64	8·01	
5·71	*2·45*	*2·45*	*11·0*	*8·18*	*5·62*	*7·44*	2′ 6″ and 2′ 0″ Gauges. Bengal Nagpur.
5·81	2·45	2·45	10·7	7·05	5·66	6·88	
7·33	*Nil*	*1·80*	*23·8*	*16·2*	*7·33*	*17·2*	Bombay, Baroda and Central India.
7·48	..	1·80	22·4	15·0	7·48	16·0	
..	*Nil*	*Nil*	*16·9*	*14·0*	..	*14·1*	Eastern Bengal.
..	..	..	23·0	18·1	..	18·1	
6·22	*Nil*	*Nil*	*12·8*	*19·8*	*6·22*	*17·0*	Great Indian Peninsula.
6·10	..	..	12·5	19·0	6·10	16·1	
4·45	*Nil*	*5·59*	*17·3*	*22·0*	*4·45*	*17·6*	North Western (Commercial)
4·26	..	5·58	15·3	17·8	4·27	14·8	
4·10	*Nil*	*3·65*	*12·2*	*13·5*	*4·10*	*12·4*	North Western (Military).
3·93	..	3·61	12·0	13·1	3·93	12·0	
4·42	*Nil*	*4·97*	*16·9*	*19·3*	*4·42*	*16·3*	North Western (Total).
4·23	..	5·04	15·0	16·5	4·23	14·1	
Nil	*Nil*	*3·02*	*13·5*	*15·1*	*Nil*	*14·6*	South Indian.
Nil	Nil	2.89	12·9	15·1	Nil	14·1	
5·31	*2·45*	*2·72*	*13·9*	*13·5*	*5·26*	*11·6*	Total 2′ 6″ and 2′ 0″ Gauges.
5·26	2·45	2·80	12·9	11·6	5·19	10·3	
3·21	*2·37*	*2·27*	*7·85*	*8·35*	*2·93*	*6·17*	Total Class I Railways.
3·12	2·42	2·29	7·48	7·90	2·90	5·69	

14.—*Statement of Revenue Earnings and Expenses*

NOTE. I.—Upto the year 1935-36, the figures of total working expenses of *other than* State-managed railways (Class I) included actual railways in respect of other than State-owned portions of their railway systems) include the figures of 'Appropriation to Deprecia

NOTE. II.— "Credits for released Materials" previously accounted for under "Earnings" are booked under Depreciation Reserve

NOTE. III.— Please see note under heading of Statt. No. 2 (*a*).

Railway.	Year.	Capital at charge* / Capital outlay† per route mile.	Gross earnings (in thousands of rupees).§	Gross earnings per mean mile worked.§	Gross earnings per mean mile worked per week.§	Gross earnings per train mile.§
1	2	3	4	5	6	7
5′ 6″ GAUGE.						
Bengal-Nagpur	*1936-37*	*2,33,361*	*8,10,14*	*31,840*	*610·6*	*6·14*
	1937-38	2,31,574	9,17,81	36,079	691·9	6·39
Bombay, Baroda and Central India	*1936-37*	*2,19,319*	*7,18,63*	*57,116*	*1,095·5*	*8·17*
	1937-38	2,19,649	7,17,23	57,002	1,092·7	7·53
Eastern Bengal	*1936-37*	*2,59,692*	*3,80,91*	*42,261*	*810·5*	*5·08*
	1937-38	2,59,889	3,79,59	42,151	808·4	4·89
East Indian	*1936-37*	*3,37,273*	*19,58,78*	*43,363*	*831·6*	*6·47*
	1937-38	3,38,355	21,15,03	46,782	897·2	6·51
Great Indian Peninsula	*1936-37*	***3,16,804*	*13,72,84*	*38,727*	*742·7*	*6·23*
	1937-38	3,17,369	13,45,80	37,964	728·0	6·03
Madras and Southern Mahratta	*1936-37*	*1,77,104*	*4,34,37*	*37,538*	*719·9*	*6·34*
	1937-38	1,81,867	4,48,97	38,800	744·1	6·21
Nizam's State	*1936-37*	*1,10,348*	*1,46,55*	*21,298*	*408·5*	*8·23*
	1937-38	1,10,793	1,58,72	23,066	442·4	7·95
North Western (Commercial)	*1936-37*	*2,25,340*	*15,92,61*	*32,856*	*630·1*	*7·66*
	1937-38	2,25,788	15,65,92	32,300	619·5	7·08
North Western (Military)	*1936-37*	*1,96,833*	*1,31,60*	*9,319*	*178·7*	*4·98*
	1937-38	1,97,627	1,38,46	9,805	188·0	5·03
North Western (Total)	*1936-37*	*2,18,293*	*17,24,21*	*27,546*	*528·3*	*7·36*
	1937-38	2,18,826	17,04,38	27,226	522·1	6·85
South Indian	*1936-37*	*1,78,281*	*1,87,45*	*23,487*	*450·4*	*4·71*
	1937-38	1,88,552	1,94,83	24,411	468·1	4·60
TOTAL 5′ 6″ GAUGE	*1936-37*		*77,33,88*	*35,802*	*686·6*	*6·56*
	1937-38		79,82,36	36,943	708·5	6·40
3′ 3⅜″ GAUGE.						
Assam-Bengal	*1936-37*	*1,98,863*	*1,80,98*	*13,185*	*252·9*	*4·09*
	1937-38	1,97,865	1,87,14	13,608	261·0	3·86
Bengal and North Western	*1936-37*	*1,02,553*	*3,78,66*	*16,563*	*318·0*	*4·00*
	1937-38	1,02,994	3,84,24	16,776	322·0	4·00
Bombay, Baroda and Central India	*1936-37*	‡	*5,23,26*	*25,810*	*494·9*	*6·61*
	1937-38	‡	5,32,51	26,296	504·0	6·22
Burma	*1936-37*	*1,64,374*	*3,70,22*	*17,949*	*344·2*	*4·84*
	1937-38	‡‡	‡‡	‡	‡‡	‡‡

* In the case of State-owned railways. † In the case of other than State-owned railways.

§ The gross earnings [col. (4)], working expenses [col. (8)], and net earnings [col. (11)], include figures relating to steam boat service.

‡ Included in 5′ 6″ Gauge

** Revised figures.

‡‡ Figures not received due to separation with effect from 1-4-1937.

of Class I Railways rated against selected units for the years 1936-37 and 1937-38.

expenditure on 'Replacements and Renewals', but from 1936-37, all Class I Railways (except B. & N. W., R & K., Jodhpur and N. S. tion Reserve Fund' instead.

Fund from 1936-37.

Total working expenses (in thousands of rupees).§ 8	Working expenses per mean mile worked per week.§ 9	Working expenses per train mile.§ 10	Net earnings (in thousands of rupees).§ 11	Net earnings per mean mile worked.§ 12	Net earnings per train mile.§ 13	Railway. 14
						5′ 6″ GAUGE.
6,21,70	*466·5*	*4·69*	*1,88,44*	*7,514·7*	*1·45*	Bengal-Nagpur.
6,32,36	474·5	4·38	2,85,45	11,337·7	2·01	
4,17,38	*636·3*	*4·74*	*3,01,25*	*23,942·8*	*3·43*	Bombay, Baroda and Central India.
4,29,49	654·5	4·51	2,87,74	22,868·3	3·02	
3,13,91	*668·5*	*4·19*	*67,00*	*7,402·8*	*0·89*	Eastern Bengal.
3,21,43	684·5	4·14	58,16	6,457·3	0·75	
11,84,63	*502·7*	*3·91*	*7,74,15*	*17,149·8*	*2·56*	East Indian.
12,72,01	539·3	3·91	8,43,02	18,662·3	2·60	
8,72,92	*472·5*	*3·96*	*4,99,92*	*14,102·4*	*2·27*	Great Indian Peninsula.
8,95,77	484·4	4·01	4,50,03	12,694·9	2·02	
2,68,08	*444·3*	*3·91*	*1,66,29*	*14,370·6*	*2·43*	Madras and Southern Mahratta.
2,81,82	467·1	3·90	1,67,15	14,445·0	2·31	
65,88	*183·6*	*3·70*	*80,67*	*11,723·6*	*4·53*	Nizam's State.
67,84	189·1	3·40	90,88	13,206·3	4·55	
9,47,45	*374·9*	*4·56*	*6,45,16*	*13,310·0*	*3·11*	North Western (Commercial).
9,80,49	387·9	4·43	5,85,43	12,075·5	2·65	
1,83,78	*249·6*	*6·95*	*—52,18*	*—3,695·6*	*—1·97*	North Western (Military).
1,80,99	245·8	6·58	—42,53	—3,011·5	—1·55	
11,31,23	*346·6*	*4·83*	*5,92,98*	*9,473·4*	*2·53*	North Western (Total).
11,61,48	355·8	4·67	5,42,90	8,672·2	2·18	
1,05,51	*253·5*	*2·65*	*81,94*	*10,267·1*	*2·06*	South Indian.
1,11,69	268·4	2·64	83,14	10,416·0	1·96	
49,81,24	*441·9*	*4·22*	*27,52,64*	*12,757·4*	*2·34*	TOTAL 5′ 6″ GAUGE.
51,73,89	458·9	4·15	28,08,47	13,012·3	2·25	
						3′ 3⅜″ GAUGE.
1,56,78	*216·9*	*3·50*	*24,20*	*1,876·2*	*0·58*	Assam-Bengal.
1,61,84	224·8	3·31	25,30	1,962·4	0·55	
1,77,01	*148·0*	*2·00*	*2,01,65*	*8,831·0*	*2·00*	Bengal and North Western.
1,83,34	153·0	2·00	2,00,90	8,796·0	2·00	
2,85,37	*270·2*	*3·60*	*2,37,89*	*11,733·8*	*3·01*	Bombay, Baroda and Central India.
2,93,21	277·9	3·43	2,39,30	11,817·1	2·79	
2,64,52	*244·8*	*3·44*	*1,05,70*	*5,185·6*	*1·40*	Burma.
‡‡	‡‡	‡‡	‡‡	‡‡	‡‡	

but while calculating working results in columns 5, 6, 7, 9, 10, 12 and 13, the Steam Boat earnings and expenses have been excluded.

14.—Statement of Revenue Earnings and Expenses of Class I

NOTE I.—Upto the year 1935-36, the figures of total working expenses of *other than* State-managed railways (Class I) included actual railways in respect of other than State-owned portions of their railway system) include the figures of "Appropriation to Depre-

NOTE II.— "Credits for released Materials" previously accounted for under "Earnings" are booked under Depreciation Reserve

NOTE III.—Please see note under heading of Statt. No. 2 (*a*).

Railway.	Year.	Capital at charge.* Capital outlay† per route mile.	Gross earnings (in thousands of rupees).§	Gross earnings per mean mile worked.§	Gross earnings per mean mile worked per week.§	Gross earnings per train mile.§
1	2	3	4	5	6	7
3′ 3⅜″ GAUGE—*concld.*						
Eastern Bengal	*1936-37*	‡	*2,08,29*	*19,109*	*366·5*	*4·52*
	1937-38	‡	2,14,32	19,623	376·3	4·36
Jodhpur	*1936-37*	*49,506*	*1,21,87*	*11,552*	*221·6*	*5·61*
	1937-38	57,477	1,26,65	12,005	230·2	5·77
Madras and Southern Mahratta	*1936-37*	‡	*¶3,22,01*	*15,062*	*288·9*	*4·13*
	1937-38	‡	¶3,08,36	14,923	286·2	3·89
Nizam's State	*1936-37*	‡	*82,25*	*12,466*	*239·1*	*5·30*
	1937-38	‡	86,43	13,100	251·2	4·99
Rohilkund and Kumaon	*1936-37*	*80,881*	*75,16*	*13,260*	*255·0*	*4·00*
	1937-38	81,593	75,18	13,357	257·0	4·00
South Indian	*1936-37*	‡	*3,47,62*	*19,330*	*370·7*	*3·29*
	1937-38	‡	3,62,11	20,126	386·0	3·26
TOTAL 3′ 3⅜″ GAUGE	*1936-37*		*26,10,32*	*17,311*	*332·0*	*4·50*
	1937-38		22,76,94	17,593	337·4	4·27
2′ 6″ AND 2′ 0″ GAUGES.						
Bengal Nagpur	*1936-37*	‡	*31,29*	*3,378*	*64·8*	*1·76*
	1937-38	‡	32,94	3,556	68·2	1·76
Bombay, Baroda and Central India	*1936-37*	‡	*11,17*	*4,976*	*95·2*	*2·62*
	1937-38	‡	10,94	4,872	93·1	2·49
Eastern Bengal	*1936-37*	‡	*1,22*	*3,310*	*63·5*	*1·07*
	1937-38	‡	1,27	3,459	66·3	1·06
Great Indian Peninsula	*1936-37*	‡	*8,62*	*3,531*	*67·7*	*1·73*
	1937-38	‡	8,15	3,337	64·0	1·67
North Western (Commercial)	*1936-37*	‡	*30,61*	*8,036*	*154·1*	*3·40*
	1937-38	‡	32,94	8,647	165·8	3·36
North Western (Military)	*1936-37*	‡	*5,71*	*1,874*	*35·9*	*2·87*
	1937-38	‡	6,40	2,100	40·3	3·11
North Western (Total)	*1936-37*	‡	*36,32*	*5,297*	*101·6*	*3·31*
	1937-38	‡	39,34	5,736	110·0	3·31
South Indian	*1936-37*	‡	*2,55*	*2,582*	*49·5*	*0·75*
	1937-38	‡	2,91	2,951	56·6	0·85
TOTAL 2′ 6″ AND 2′ 0″ GAUGES	*1936-37*		*91,17*	*4,114*	*78·9*	*2·17*
	1937-38		95,55	4,311	82·7	2·17
TOTAL CLASS I RAILWAYS	*1936-37*	***2,18,638*	*1,04,35,37*	*26,873*	*515·3*	*5·80*
	1937-38	2,23,329	1,03,54,85	28,215	541·1	5·68

* In the case of State-owned railways.

† In the case of other than State-owned

§ The gross earnings [col. (4)], working expenses [col. (8)], and net earnings [col. (11)], include figures relating to steam boat service

‡ Included in 5′ 6″ gauge.

¶ Includes earnings & expenditure of Mormugao Harbour.

** Revised figures.

Railways rated against selected units for the years 1936-37 and 1937-38—concld.

expenditure on 'Replacements and Renewals', but from 1936-37, all Class I Railways (except B. & N. W., R & K., Jodhpur and N. S. ciation Reserve Fund " instead.

Fund from 1936-37.

Total working expenses (in thousands of rupees).§ 8	Working expenses per mean mile worked per week.§ 9	Working expenses per train mile.§ 10	Net earnings (in thousands of rupees).§ 11	Net earnings per mean mile worked.§ 12	Net earnings per train mile.§ 13	Railway. 14
						3′ 3⅜″ Gauge—*concld.*
1,48,98	*257·3*	*3·17*	*59,31*	*5,692·3*	*1·35*	Eastern Bengal.
1,50,56	259·9	3·01	63,76	6,071·4	1·35	
65,36	*118·8*	*3·01*	*56,51*	*5,356·6*	*2·60*	Jodhpur.
65,78	119·6	3·00	60,87	5,769·4	2·77	
¶*2,06,10*	*185·9*	*2·66*	¶*1,15,91*	*5,367·0*	*1·47*	Madras and Southern Mahratta.
¶2,11,43	196·6	2·67	¶96,93	4,672·6	1·22	
48,99	*142·4*	*3·16*	*33,26*	*5,041·0*	*2·14*	Nizam's State.
48,83	142·0	2·82	37,60	5,698·6	2·17	
34,51	*117·0*	*2·00*	*40,65*	*7,172·0*	*2·00*	Rohilkund and Kumaon.
37,69	129·0	2·00	37,49	6,660·0	2·00	
2,54,60	*272·0*	*2·41*	*93,02*	*5,146·0*	*0·88*	South Indian.
2,58,93	276·7	2·34	1,03,18	5,697·6	0·92	
16,42,22	*207·5*	*2·81*	*9,68,10*	*6,493·0*	*1·69*	Total 3′ 3⅜″ Gauge.
14,11,61	208·9	2·64	8,65,33	6,702·1	1·63	
						2′ 6″ and 2′ 0″ Gauges.
47,32	*98·0*	*2·66*	*—16,03*	*—1,730·8*	*—0·90*	Bengal Nagpur.
48,74	100·9	2·60	—15,80	—1,705·8	—0·84	
7,75	*66·2*	*1·82*	*3,42*	*1,525·6*	*0·80*	Bombay, Baroda and Central India.
8,34	71·3	1·90	2,60	1,155·0	0·59	
1,29	*67·2*	*1·14*	*—7*	*—194·4*	*—0·06*	Eastern Bengal.
1,29	67·2	1·07	—2	—46·1	—0·01	
4,54	*35·6*	*0·91*	*4,08*	*1,672·0*	*0·82*	Great Indian Peninsula.
4,27	33·5	0·87	3,88	1,590·6	0·80	
41,59	*208·7*	*4·61*	*—10,98*	*—2,849·0*	*—1·21*	North Western (Commercial).
42,89	215·9	4·37	—9,95	—2,612·0	—1·01	
16,16	*101·7*	*8·12*	*—10,45*	*—3,428·7*	*—5·25*	North Western (Military).
16,22	102·0	7·87	—9,82	—3,219·5	—4·76	
57,75	*161·2*	*5·25*	*—21,43*	*—3,106·7*	*—1·94*	North Western(Total).
59,11	165·3	4·98	—19,77	—2,882·0	—1·67	
4,94	*96·0*	*1·45*	*—2,39*	*—2,423·4*	*—0.70*	South Indian.
4,76	92·5	1·39	—1,85	—1,871·6	—0·54	
1,23,59	*106·9*	*2·94*	*—32,42*	*—1,462·2*	*—0·77*	Total 2′ 6″ and 2′ 0″ Guages.
1,26,51	109·4	2·88	—30,96	—1,396·7	—0·70	
67,47,05	*332·6*	*3·74*	*36,88,32*	*9,532·6*	*2·06*	Total Class I Railways.
67,12,01	350·6	3·68	36,42,84	9,937·5	2·00	

Railways.

but while calculating working results in columns 5, 6, 7, 9, 10, 12 and 13, the steam boat earnings and expenses have been excluded

15.—*Results of working of Class I Railways*

NOTE I.—The rate of interest for calculating the figures given under column 16 was

NOTE II.—Upto the year 1935-36, the figures of total working expenses of other than State-managed railways (Class I) included and N. S. railways in respect of other than State-owned portions of their railway system) include the figures of 'Appropriation to

Railway.	Year.	DIVISION OF EXPENDITURE BETWEEN COACHING AND GOODS TRAFFIC.			§COACHING TRAFFIC.		
		Total working expenses for both coaching and goods traffic.*	COL. 3 DIVIDED IN THE RATIO OF GROSS TON MILEAGE.		Coaching earnings per train mile.	Cost of hauling a passenger train one mile.	Profit on working a passenger train one mile.
			Coaching.	Goods.			
1	2	3	4	5	6	7	8
5′ 6″ GAUGE.		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Bengal-Nagpur	*1936-37*	*6,01,30,671*	*1,61,40,446*	*4,39,90,225*	*3·06*	*2·84*	*0·22*
	1937-38	6,11,43,540	1,52,26,150	4,59,17,390	3·10	2·53	0·57
Bombay, Baroda and Central India	*1936-37*	*4,05,11,767*	*1,76,73,718*	*2,28,38,049*	*4·28*	*2·90*	*1·38*
	1937-38	4,17,63,653	1,78,99,959	2,38,63,694	4·16	2·72	1·44
Eastern Bengal	*1936-37*	*3,02,13,781*	*1,73,43,193*	*1,28,70,588*	*2·62*	*3·15*	*—0·53*
	1937-38	3,09,03,652	1,74,76,942	1,34,26,710	2·67	3·08	—0·41
East Indian	*1936-37*	*11,37,64,226*	*3,74,17,006*	*7,63,47,220*	*3·34*	*2·22*	*1·12*
	1937-38	12,31,92,450	3,81,77,955	8,50,14,495	3·43	2·14	1·29
Great Indian Peninsula	*1936-37*	*8,52,17,339*	*3,68,00,938*	*4,84,16,401*	*2·94*	*2·55*	*0·39*
	1937-38	8,77,33,672	3,70,19,408	5,07,14,264	3·02	2·57	0·45
Madras and Southern Mahratta	*1936-37*	*2,59,77,618*	*1,09,88,532*	*1,49,89,086*	*3·63*	*2·54*	*1·09*
	1937-38	2,71,51,125	1,10,77,659	1,60,73,466	3·62	2·49	1·13
Nizam's State	*1936-37*	*63,35,992*	*21,66,107*	*41,69,885*	*4·50*	*2·40*	*2·10*
	1937-38	65,18,643	20,15,022	45,03,621	4·35	2·05	2·30
North Western	*1936-37*	*10,97,15,197*	*4,90,91,211*	*6,06,23,986*	*3·83*	*3·34*	*0·49*
	1937-38	11,29,16,527	4,89,67,240	6,39,49,287	3·77	3·17	0·60
South Indian	*1936-37*	*1,03,59,609*	*62,18,840*	*41,40,769*	*2·33*	*2·04*	*0·29*
	1937-38	1,09,82,215	65,45,684	44,36,531	2·28	2·00	0·28
3′ 3¾″ GAUGE.							
Assam-Bengal	*1936-37*	*1,46,80,681*	*64,28,670*	*82,52,011*	*3·51*	*3·24*	*0·27*
	1937-38	1,52,29,888	70,08,794	82,21,094	3·23	2·98	0·25
Bengal and North-Western	*1936-37*	*1,57,94,077*	*72,12,496*	*85,81,581*	*2·00*	*1·00*	*1·00*
	1937-38	1,62,60,165	75,06,232	87,53,933	2·00	1·00	1·00
Bombay, Baroda and Central India	*1936-37*	*2,78,31,460*	*1,11,42,940*	*1,66,88,520*	*4·22*	*2·54*	*1·68*
	1937-38	2,85,75,480	1,13,61,852	1,72,13,628	3·96	2·30	1·66
Burma	*1936-37*	*2,56,07,083*	*98,08,425*	*1,57,98,658*	*2·52*	*2·27*	*0·25*
	1937-38	‡‡	‡‡	‡‡	‡‡	‡‡	‡‡
Eastern Bengal	*1936-37*	*1,39,15,623*	*71,07,272*	*68,08,351*	*2·64*	*2·47*	*0·17*
	1937-38	1,39,68,831	72,35,975	67,32,856	2·72	2·33	0·39
Jodhpur	*1936-37*	*60,94,020*	*23,41,066*	*37,52,954*	*4·41*	*2·18*	*2·23*
	1937-38	61,18,159	23,46,489	37,71,670	4·66	2·22	2·44
Madras and Southern Mahratta	*1936-37*	*1,94,56,353*	*85,02,426*	*1,09,53,927*	*2·19*	*1·96*	*0·23*
	1937-38	1,99,41,145	84,94,928	1,14,46,217	2·20	1·94	0·26
Nizam's State	*1936-37*	*47,37,423*	*22,73,188*	*24,64,235*	*2·87*	*2·15*	*0·72*
	1937-38	47,17,917	22,25,594	24,92,323	2·70	1·85	0·85
Rohilkund and Kumaon	*1936-37*	*31,62,703*	*13,78,722*	*17,83,981*	*2·60*	*1·34*	*1·26*
	1937-38	33,27,423	15,21,656	18,05,767	1·99	1·07	0·92
South Indian	*1936-37*	*2,39,93,759*	*1,52,22,183*	*87,71,576*	*2·03*	*1·86*	*0·17*
	1937-38	2,44,93,107	1,52,94,026	91,99,081	2·05	1·77	0·28

§ The results in columns 6 to 17 exclude steam boat

*Excluding expenditure on the maintenance and working of Ferry Steamers and Harbours and afterdeducting telegraph and

‡‡Figures not received due to separation with effect from 1st April 1937.

for the years 1936-37 and 1937-38.

changed from 5½ to 4½ per cent. per annum with effect from the year 1933-34.
actual expenditure on 'Replacements and Renewals', but from 1936-37, all Class I railways (except B. & N. W., R. & K., Jodhpur Depreciation Reserve Fund' instead.

§ Goods Traffic.									Railway.
Goods earnings per train mile.	Cost of hauling a goods train one mile.	Profit on working a goods train one mile.	Earnings per goods wagon per mile (excluding brakes).	Cost of hauling a goods wagon one mile.	Profit on working a goods wagon one mile.	Cost of hauling a goods unit (*viz.*, one ton) one mile.	Cost of hauling a goods unit (*viz.*, one ton) one mile (including interest on capital expended on open line at the rate of 4½ per cent. per annum) (see note under the heading).	Profit on working a goods unit (*viz.*, one ton) one mile.	
9	10	11	12	13	14	15	16	17	18
Rs.	Rs.	Rs.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	5′ 6″ Gauge.
8·33	*5·94*	*2·39*	*39·8*	*28·4*	*11·4*	*3·09*	*4·78*	*1·23*	Bengal Nagpur.
8·64	5·59	3·05	40·8	26·4	14·4	2·75	4·21	1·49	
16·5	*8·47*	*8·03*	*69·3*	*35·6*	*33·7*	*4·02*	*6·37*	*3·88*	Bombay, Baroda and Central India.
14·6	8·06	6·53	62·7	34·6	28·1	3·95	6·19	3·31	
11·3	*6·48*	*4·83*	*52·4*	*30·0*	*22·4*	*4·72*	*7·17*	*3·18*	Eastern Bengal.
10·3	6·43	3·91	48·0	29·9	18·1	4·85	7·31	2·74	
10·1	*5·69*	*4·36*	*39·0*	*22·1*	*16·9*	*2·40*	*3·80*	*1·82*	East Indian.
10·0	5·82	4·19	38·7	22·5	16·2	2·39	3·68	1·71	
12·2	*6·40*	*5·84*	*54·1*	*28·3*	*25·8*	*3·49*	‡*5·63*	‡*3·14*	Great Indian Peninsula.
11·3	6·40	4·90	49·8	28·3	21·5	3·36	5·37	2·49	
10·6	*5·91*	*4·66*	*47·3*	*26·4*	*20·9*	*3·42*	*5·42*	*2·68*	Madras and Southern Mahratta.
9·96	5·76	4·20	44·4	25·7	18·7	3·33	5·18	2·40	
11·8	*4·77*	*7·03*	*60·4*	*24·4*	*36·0*	*2·70*	††*5·40*	*3·96*	Nizam's State.
11·2	4·44	6·74	54·4	21·6	32·8	2·45	††4·89	3·68	
12·9	*6·94*	*5·97*	*58·0*	*31·2*	*26·8*	*4·10*	*6·48*	*3·46*	North Western.
11·6	6·80	4·80	51·1	30·4	20·7	4·00	6·26	2·73	
12·3	*4·44*	*7·86*	*75·8*	*27·4*	*48·4*	*3·30*	*5·07*	*5·24*	South Indian.
12·3	4·62	7·70	74·4	27·9	46·5	3·50	5·29	5·22	
									3′ 3⅜″ Gauge.
4·36	*3·58*	*0·78*	*33·4*	*27·4*	*6·00*	*6·06*	*10·9*	*1·29*	Assam-Bengal.
4·34	3·48	0·86	32·7	26·2	6·50	5·82	10·3	1·39	
6·00	*2·00*	*4·00*	*30·0*	*12·0*	*18·0*	*2·00*	*3·86*	*4·59*	Bengal and North-Western.
6·00	2·00	4·00	29·0	12·0	17·0	2·00	3·93	4·52	
9·39	*4·73*	*4·66*	*43·7*	*22·0*	*21·7*	*4·22*	*5·80*	*4·17*	Bombay, Baroda and Central India.
9·10	4·76	4·34	41·6	21·7	19·9	4·20	5·74	3·88	
7·64	*4·75*	*2·89*	*42·9*	*26·7*	*16·2*	*4·69*	*7·49*	*2·88*	Burma.
‡‡	‡‡	‡‡	‡‡	‡‡	‡‡	‡‡	‡‡	‡‡	
7·49	*4·12*	*3·37*	*34·7*	*19·1*	*15·6*	*4·86*	†*7·60*	*3·96*	Eastern Bengal.
7·02	3·93	3·09	32·1	18·0	14·1	4·86	†7·59	3·77	
6·39	*3·42*	*2·97*	*30·5*	*16·3*	*14·2*	*3·81*	*5·28*	*3·29*	Jodhpur.
6·39	3·31	3·08	30·8	15·9	14·9	3·93	5·68	3·63	
6·50	*3·38*	*3·12*	*45·0*	*23·4*	*21·6*	*4·95*	*7·53*	*4·57*	Madras and Southern Mahratta.
5·88	3·42	2·46	40·4	23·5	16·9	5·02	7·62	3·59	
10·2	*4·98*	*5·22*	*56·9*	*27·9*	*29·0*	*5·04*	**	*5·16*	Nizam's State.
9·86	4·70	5·16	54·2	25·8	28·4	4·70	**	5·09	
5·39	*2·11*	*3·28*	*42·3*	*16·5*	*25·8*	*3·07*	*5·09*	*4·75*	Rohilkund and Kumaon.
5·68	2·41	3·27	35·2	14·9	20·3	3·27	6·63	4·40	
7·46	*3·98*	*3·48*	*43·2*	*23·0*	*20·2*	*5·81*	*9·36*	*4·99*	South Indian.
7·31	3·98	3·33	41·7	22·7	19·0	5·51	9·03	4·47	

earnings and expenses.
sundry earnings and leaving only the balance of payments to other lines for mileage, hire charges, etc.
†Metre and Narrow gauges combined.
* Included in Broad gauge. ††Broad and Metre gauges combined. ‡ Revised figures.

16.—*Statement of Ton Mileage of* **Class I Railways** *for the years 1936-37 and 1937-38.*

(In thousands.)

Railway.	Year.	*Net or freight ton miles (goods and proportion of mixed).	Gross ton miles (excluding weight of engine and departmental).		Gross ton miles (including weight of engine but excluding departmental).		Gross ton miles (including weight of engine and departmental).	
			Passenger and proportion of mixed.	Goods and proportion of mixed.	Passenger and proportion of mixed.	Goods and proportion of mixed.	Passenger and proportion of mixed.	Goods and proportion of mixed.
1	2	3	4	5	6	7	8	9
5′ 6″ GAUGE.								
Bengal Nagpur	*1936-37(a)*	*2,706,902*	*1,746,862*	*5,465,786*	*2,388,844*	*6,371,778*	*2,410,335*	*6,569,283*
	1937-38	3,184,272	1,810,756	6,280,379	2,422,910	7,197,592	2,441,405	7,362,528
Bombay, Baroda and Central India	*1936-37*	*1,083,595*	*1,179,158*	*2,303,997*	*1,587,847*	*2,584,520*	*1,592,762*	*2,638,551*
	1937-38	1,149,912	1,241,302	2,495,674	1,629,615	2,769,932	1,633,318	2,827,864
Eastern Bengal	*1936-37*	*471,770*	*1,521,364*	*1,138,214*	*2,037,345*	*1,309,762*	*2,047,003*	*1,519,105*
	1937-38	456,222	1,525,195	1,109,405	2,058,342	1,281,959	2,067,488	1,588,353
East Indian	*1936-37*	*6,048,450*	*5,002,605*	*12,236,868*	*6,890,211*	*13,792,841*	*6,965,948*	*14,213,610*
	1937-38	6,768,415	5,107,572	13,499,123	6,905,018	15,031,233	6,976,755	15,535,805
Great Indian Peninsula — Steam	*1936-37*	*2,381,171*	*2,909,112*	*5,234,194*	*3,899,421*	*6,015,810*	*3,902,615*	*6,102,825*
	1937-38	2,603,189	2,993,955	5,572,874	3,988,109	6,399,249	3,992,583	6,487,385
Great Indian Peninsula — Electric §	*1936-37*	*268,457*	*502,038*	*586,265*	*668,585*	*671,367*	*669,291*	*680,903*
	1937-38	279,114	507,093	596,490	667,353	682,923	667,897	692,354
Madras and Southern Mahratta	*1936-37*	*833,458*	*1,167,211*	*1,961,898*	*1,664,687*	*2,256,316*	*1,681,860*	*2,296,395*
	1937-38	921,060	1,216,048	2,103,618	1,667,004	2,404,947	1,679,862	2,438,643
Nizam's State	*1936-37*	*294,876*	*272,474*	*605,099*	*384,935*	*727,276*	*385,502*	*742,115*
	1937-38	352,013	281,647	730,587	391,336	862,647	391,826	875,741
North Western	*1936-37*	*2,739,880*	*4,455,540*	*6,103,029*	*5,808,581*	*6,955,498*	*5,821,431*	*7,189,034*
	1937-38	2,942,998	4,585,954	6,644,416	5,988,492	7,571,899	6,001,335	7,837,507
South Indian	*1936-37*	*219,955*	*‡606,123*	*496,399*	*‡901,817*	*578,561*	*‡902,271*	*604,938*
	1937-38	233,431	‡628,888	524,326	‡920,719	605,329	‡921,228	630,283
TOTAL 5′ 6″ GAUGE — Steam	*1936-37*	*16,780,056*	*18,860,449*	*35,545,484*	*25,563,688*	*40,592,362*	*25,709,727*	*41,875,856*
	1937-38	18,611,512	19,391,317	38,960,402	25,971,545	44,124,787	26,105,800	45,584,109
TOTAL 5′ 6″ GAUGE — Electric§	*1936-37*	*268,457*	*502,038*	*586,265*	*668,585*	*671,367*	*669,291*	*680,903*
	1937-38	279,114	507,093	596,490	667,353	682,923	667,897	692,354
3′ ⅜″ GAUGE.								
Assam Bengal	*1936-37*	*242,544*	*460,465*	*556,640*	*546,824*	*657,088*	*547,827*	*703,338*
	1937-38	255,722	513,162	591,509	644,805	722,495	647,220	759,056
Bengal and North Western	*1936-37*	*636,790*	*886,955*	*1,200,734*	*††1,180,103*	*1,368,426*	*††1,256,561*	*1,495,083*
	1937-38	634,076	911,359	1,213,658	†1,210,987	1,377,467	†1,286,509	1,500,355
Bombay, Baroda and Central India	*1936-37*	*754,312*	*868,193*	*1,451,753*	*1,131,204*	*1,662,858*	*1,131,872*	*1,695,178*
	1937-38	772,032	893,637	1,519,342	1,156,344	1,710,522	1,156,849	1,762,669
Burma	*1936-37*	*612,418*	*674,148*	*1,174,098*	*951,986*	*1,407,672*	*953,303*	*1,535,507*
	1937-38	**	**	**	**	**	**	**

* Excluding traffic carried in departmental trains.

§ Excluding electric multiple unit suburban trains.

† Includes 68,(000) miles on account of engine power supplied by the R. & K. Rly.

†† Includes 65,(000) miles on account of engine power supplied by the R. & K. Rly.

‡ Includes 68,927 & 78,653 thousands of Gross Ton miles of running power trains for 1936-37 & 1937-38 respectively.

(a) Represents actual figures of Dead weight ton miles of vehicles and Engines from April to November 1936 and March 1937 and three months figures for December 1935, and January and February 1936—figures for these three months in 1936-37 not being available due to labour unrest.

** Figures not furnished due to separation.

16.—*Statement of Ton Mileage of Class I Railways for the years 1936-37 and 1937-38*—concld.

(In thousands.)

Railway.	Year.	*Net or freight ton miles (goods and proportion of mixed).	Gross ton miles (excluding weight of engine and departmental).		Gross ton miles (including weight of engine but excluding departmental).		Gross ton miles (including weight of engine and departmental).	
			Passenger and proportion of mixed.	Goods and proportion of mixed.	Passenger and proportion of mixed.	Goods and proportion of mixed.	Passenger and proportion of mixed.	Goods and proportion of mixed.
1	2	3	4	5	6	7	8	9
3′ 3⅜″ GAUGE—*concld.*								
Eastern Bengal	*1936-37*	*261,601*	*615,675*	*633,365*	*791,370*	*730,901*	*793,956*	*760,563*
	1937-38	253,935	659,833	642,941	846,128	739,997	848,907	789,882
Jodhpur	*1936-37*	*175,474*	*226,574*	*369,765*	*286,108*	*428,178*	*286,304*	*458,972*
	1937-38	175,881	229,645	380,529	284,249	438,201	284,586	457,434
Madras and Southern Mahratta	*1936-37*	*418,653*	*653,100*	*950,541*	*935,810*	*1,183,278*	*938,724*	*1,209,331*
	1937-38	433,945	658,232	995,044	909,953	1,211,020	912,884	1,230,703
Nizam's State	*1936-37*	*91,492*	*152,670*	*189,790*	*219,702*	*226,325*	*220,339*	*238,857*
	1937-38	100,124	162,822	209,172	227,407	246,256	227,803	255,104
Rohilkund and Kumaon	*1936-37*	*105,710*	*147,633*	*193,816*	*201,827*	*234,600*	*203,509*	*263,328*
	1937-38	100,354	157,212	206,976	218,446	236,564	219,654	260,666
South Indian	*1936-37*	*272,924*	*926,782*	*639,944*	*1,327,414*	*750,752*	*1,328,647*	*805,559*
	1937-38	297,187	984,192	691,656	1,376,367	802,601	1,377,212	862,865
TOTAL 3′ 3⅜″ GAUGE.	*1936-37*	*3,571,918*	*5,612,195*	*7,360,446*	*7,572,348*	*8,650,078*	*7,661,042*	*9,165,716*
	1937-38 (b)	3,023,256	5,170,094	6,450,827	6,874,686	7,485,123	6,961,624	7,868,734
2′ 6″ & 2′ 0″ GAUGES.								
Bengal Nagpur	*1936-37(a)*	*43,755*	*119,618*	*109,578*	*174,529*	*146,173*	*174,857*	*155,593*
	1937-38	49,873	125,887	121,815	176,777	156,645	176,885	171,876
Bombay, Baroda and Central India	*1936-37*	*5,957*	*15,904*	*12,597*	*24,028*	*16,536*	*24,041*	*18,048*
	1937-38	6,065	16,644	12,770	24,612	16,659	24,612	18,353
Eastern Bengal	*1936-37*	*56*	*4,560*	*186*	*5,928*	*246*	*5,934*	*246*
	1937-38	55	5,619	156	7,096	202	7,098	202
Great Indian Peninsula	*1936-37*	*6,470*	*17,333*	*16,456*	*27,762*	*26,501*	*27,766*	*99,106*
	1937-38	5,960	17,401	15,123	28,754	24,313	28,756	26,982
North Western	*1936-37*	*23,216*	*47,747*	*59,300*	*69,231*	*85,779*	*69,461*	*89,168*
	1937-38	26,548	50,581	69,560	73,714	99,666	74,011	103,982
South Indian	*1936-37*	*1,408*	*12,356*	*3,675*	*23,900*	*5,546*	*23,910*	*5,568*
	1937-38	1,661	11,383	4,230	21,593	6,488	21,594	6,597
TOTAL 2′ 6″ AND 2′ 0″ GAUGES	*1936-37*	*80,862*	*217,518*	*201,792*	*325,378*	*280,781*	*325,969*	*297,729*
	1937-38	90,162	227,515	223,654	332,546	303,973	332,956	327,992
TOTAL CLASS I RAILWAYS — Steam	*1936-37*	*20,432,836*	*24,690,162*	*43,107,722*	*33,461,414*	*49,523,221*	*33,696,738*	*51,339,301*
	1937-38 (b)	21,724,930	24,788,926	45,634,883	33,178,777	51,913,883	33,400,380	53,780,835
TOTAL CLASS I RAILWAYS — Electric§	*1936-37*	*268,457*	*502,038*	*586,265*	*668,585*	*671,367*	*669,291*	*680,903*
	1937-38	279,114	507,093	596,490	667,353	682,923	667,897	692,354

(a) § * } See remarks on page 118.

(b) Excludes Burma ; figures not furnished due to separation.

17.—*Statement of Train and Engine ‡ Mileage of* **Class I Railways** *for the years 1936-37 and 1937-38.*

(In thousands).

Railways.	Year.	TRAIN MILES.												
			Goods.			Mixed.						Departmental.		
		Passenger.	Main lines.	Branch lines.	Total. (Cols. 4 +5).	Passenger proportion.	Goods proportion.	Total. (Cols. 7 +8).	Passenger and proportion of mixed. (Cols. 3 +7).	Goods and proportion of mixed. (Cols. 6 +8).	Total. (Cols. 10 +11).	Passenger and total mixed.	Goods.	Total. (Cols. 13 +14).
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
5′ 6″ Gauge.														
Bengal Nagpur	*1936-37*	*(a)5,520*	*(a)4,017*	*(a)2,755*	*(a) 6,772*	*(a)111*	*(a)232*	*(a)343*	*(a)5,631*	*(a)7,004*	*(a) 12,635*	*(a)47*	*(a) 401*	*(a) 448*
	1937-38	5,884	4,519	3,141	7,660	96	208	304	5,980	7,868	13,848	45	349	394
Bombay, Baroda & Central India	*1936-37*	*3,463*	*1,738*	*289*	*2,027*	*299*	*606*	*905*	*3,762*	*2,633*	*6,395*	*15*	*63*	*78*
	1937-38	3,676	1,891	324	2,215	336	677	1,013	4,012	2,892	6,904	16	70	86
Eastern Bengal	*1936-37*	*5,306*	*1,284*	*145*	*1,429*	*187*	*277*	*464*	*5,493*	*1,706*	*7,199*	*10*	*281*	*291*
	1937-38	5,480	1,279	140	1,419	181	282	463	5,661	1,701	7,362	9	388	397
East Indian	*1936-37*	*15,349*	*10,238*	*2,151*	*12,389*	*1,341*	*266*	*1,607*	*16,690*	*12,655*	*29,345*	*166*	*758*	*924*
	1937-38	16,249	11,056	2,252	13,308	1,408	303	1,711	17,657	13,611	31,268	166	998	1,164
Great Indian Peninsula—Steam	*1936-37*	*8,922*	*4,518*	*1,890*	*6,408*	*727*	*296*	*1,023*	*9,649*	*6,704*	*16,353*	*19*	*253*	*272*
	1937-38	9,022	4,625	2,041	6,666	655	342	997	9,677	7,008	16,685	19	292	311
Great Indian Peninsula—Electric‡	*1936-37*	*1,418*	*587*	*Nil*	*587*	*Nil*	*Nil*	*Nil*	*1,418*	*587*	*2,005*	*1*	*27*	*28*
	1937-38	1,359	594	Nil	594	Nil	Nil	Nil	1,359	594	1,953	1	25	26
Madras & Southern Mahratta	*1936-37*	*4,172*	*1,752*	*467*	*2,219*	*109*	*193*	*302*	*4,281*	*2,412*	*6,693*	*39*	*124*	*163*
	1937-38	4,198	1,988	564	2,552	108	145	253	4,306	2,697	7,003	31	92	123
Nizam's State	*1936-37*	*723*	*594*	*1*	*595*	*180*	*238*	*418*	*903*	*833*	*1,736*	*2*	*42*	*44*
	1937-38	798	738	5	743	182	235	417	980	978	1,958	1	37	38
North Western	*1936-37*	*10,539*	*5,689*	*945*	*6,634*	*4,102*	*1,819*	*5,921*	*14,641*	*8,453*	*23,094*	*44*	*281*	*325*
	1937-38	10,981	6,255	1,229	7,484	4,450	1,643	6,093	15,431	9,127	24,558	43	278	321
South Indian	*1936-37*	*2,944*	*507*	*182*	*689*	*104*	*81*	*185*	*3,048*	*770*	*3,818*	*1*	*163*	*164*
	1937-38	3,174	530	190	720	102	84	186	3,276	804	4,080	1	156	157
Total 5′ 6″ Gauge—Steam	*1936-37*	*56,935*	*30,337*	*8,825*	*39,162*	*7,160*	*4,008*	*11,168*	*64,098*	*43,170*	*107,268*	*343*	*2,366*	*2,709*
	1937-38	59,462	32,881	9,886	42,767	7,518	3,919	11,437	66,980	46,686	113,666	331	2,660	2,991
Total 5′ 6″ Gauge—Electric‡	*1936-37*	*1,418*	*587*	*Nil*	*587*	*Nil*	*Nil*	*Nil*	*1,418*	*587*	*2,005*	*1*	*27*	*28*
	1937-38	1,359	594	Nil	594	Nil	Nil	Nil	1,359	594	1,953	1	25	26
3′ 3¼″ Gauge.														
Assam Bengal	*1936-37*	*93*	*253*	*338*	*591*	*1,889*	*1,535*	*3,424*	*1,982*	*2,126*	*4,108*	*5*	*179*	*184*
	1937-38	79	473	345	818	2,261	1,422	3,683	2,340	2,240	4,580	12	122	134
Bengal and North Western	*1936-37*	*4,914*	*1,444*	*1,272*	*2,716*	*779*	*431*	*1,210*	*5,693*	*3,147*	*8,840*	*12*	*432*	*444*
	1937-38	5,589	1,503	1,484	2,987	461	214	675	6,050	3,201	9,251	10	453	463
Bombay, Baroda & Central India	*1936-37*	*3,477*	*1,430*	*1,048*	*2,478*	*910*	*997*	*1,907*	*4,387*	*3,475*	*7,862*	*2*	*51*	*53*
	1937-38	4,161	1,569	1,234	2,803	777	750	1,527	4,938	3,553	8,491	3	67	70
Burma	*1936-37*	*1,394*	*1,311*	*434*	*1,745*	*2,919*	*1,274*	*4,193*	*4,313*	*3,019*	*7,332*	*12*	*303*	*315*
	1937-38	*	*	*	*	*	*	*	*	*	*	*	*	*

‡ Excluding electric multiple unit suburban trains.

(a) Represents actual figures from April to November 1936 and March 1937 and three months figures for December 1935 and January and February 1936—figures for these three months in 1936-37 not being available due to labour unrest.

* Information not furnished due to separation.

17.—*Statement of Train and Engine ‡Mileage of Class I Railways for the years 1936-37 and 1937-38.* (*In thousands*)—contd.

Railways.	Year.	TRAIN MILES.												
			Goods.			Mixed.						*Departmental.*		
		Passenger.	Main lines.	Branch lines.	Total. (Cols. 4+5.)	Passenger proportion.	Goods proportion.	Total. (Cols. 7+8.)	Passenger and proportion of mixed. (Cols. 3+7.)	Goods and proportion of mixed. (Cols. 6+8.)	Total. (Cols. 10+11.)	Passenger and total mixed.	Goods.	Total. (Cols. 13+14.)
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
3′ 3⅜″ Gauge—*concld.*														
Eastern Bengal	*1936-37*	*2,380*	*1,191*	*120*	*1,311*	*494*	*262*	*756*	*2,874*	*1,573*	*4,447*	*9*	*81*	*90*
	1937-38	2,636	1,191	98	1,289	464	303	767	3,100	1,592	4,692	9	123	132
Jodhpur	*1936-37*	*588*	*527*	*37*	*564*	*486*	*472*	*958*	*1,074*	*1,036*	*2,110*	*1*	*60*	*61*
	1937-38	547	552	45	597	508	496	1,004	1,055	1,093	2,148	3	46	49
Madras & Southern Mahratta	*1936-37*	*3,882*	*1,683*	*682*	*2,365*	*436*	*744*	*1,180*	*4,318*	*3,109*	*7,427*	*14*	*136*	*150*
	1937-38	3,940	1,892	685	2,577	420	671	1,091	4,360	3,248	7,608	14	103	117
Nizam's State	*1936-37*	*1,002*	*412*	*1*	*413*	*51*	*40*	*91*	*1,053*	*453*	*1,506*	*3*	*43*	*46*
	1937-38	1,152	457	4	461	46	40	86	1,198	501	1,699	2	30	32
Rohilkund and Kumaon	*1936-37*	*653*	*283*	*26*	*309*	*368*	*461*	*829*	*1,021*	*770*	*1,791*	*7*	*76*	*83*
	1937-38	1,278	472	102	574	132	111	243	1,410	685	2,095	5	66	71
South Indian	*1936-37*	*6,975*	*1,037*	*383*	*1,420*	*409*	*291*	*700*	*7,384*	*1,711*	*9,095*	*2*	*494*	*496*
	1937-38	7,379	1,137	479	1,616	307	195	502	7,686	1,811	9,497	2	501	503
Total 3′ 3⅜″ Gauge	*1936-37*	*25,358*	*9,571*	*4,341*	*13,912*	*8,741*	*6,507*	*15,248*	*34,099*	*20,419*	*54,518*	*67*	*1,855*	*1,922*
	1937-38 (*b*)	26,761	9,246	4,476	13,722	5,376	4,202	9,578	32,137	17,924	50,061	60	1,511	1,571
2′ 6″ & 2′ 0″ Gauges.			Total									Total		
Bengal-Nagpur	*1936-37*	*(a)764*		*(a)444*		*(a)288*	*(a)240*	*(a)528*	*(a) 1,052*	*(a)684*	*(a)1,736*		*(a)45*	
	1937-38	818		486		253	237	490	1,071	723	1,794		69	
Bombay, Baroda & Central India	*1936-37*	*84*		*6*		*197*	*129*	*326*	*281*	*135*	*416*		*10*	
	1937-38	96		6		193	133	326	289	139	428		11	
Eastern Bengal	*1936-37*	*86*		*Nil*		*23*	*5*	*28*	*109*	*5*	*114*		*Nil*	
	1937-38	97		Nil		20	4	24	117	4	121		Nil	
Great Indian Peninsula	*1936-37*	*Nil*		*Nil*		*218*	*210*	*428*	*218*	*210*	*428*		*16*	
	1937-38	1		1		236	190	426	237	191	428		19	
North Western	*1936-37*	*137*		*341*		*340*	*253*	*593*	*477*	*594*	*1,071*		*27*	
	1937-38	136		406		362	249	611	498	655	1,153		34	
South Indian	*1936-37*	*184*		*Nil*		*109*	*48*	*157*	*293*	*48*	*341*		*1*	
	1937-38	128		1		151	60	211	279	61	340		2	
Total 2′ 6″ & 2′ 0″ Gauges	*1936-37*	*1,255*		*791*		*1,175*	*885*	*2,060*	*2,430*	*1,676*	*4,106*		*99*	
	1937-38	1,276		900		1,215	873	2,088	2,491	1,773	4,264		135	
Total Class I Railways — Steam	*1936-37*	*83,551*		*53,865*		*17,076*	*11,400*	*28,476*	*100,627*	*65,265*	*165,892*		*4,730*	
	1937-38 (*b*)	87,499		57,389		14,109	8,994	23,103	101,608	66,383	167,991		4,697	
Total Class I Railways — Electric‡	*1936-37*	*1,418*		*587*		*Nil*	*Nil*	*Nil*	*1,418*	*587*	*2,005*		*28*	
	1937-38	1,359		594		Nil	Nil	Nil	1,359	594	1,953		26	

‡ Excluding electric multiple unit suburban trains.
(*a*) See remarks on page 120.
(*b*) Excludes Burma not furnished due to separation.

17.—Statement of Train and Engine ‡Mileage of Class I

Railway.	Year.	Shunting Miles.						Other			
		Passenger and proportion of mixed.			Goods and proportion of mixed.			Passenger and proportion of mixed.			
		Shunting Engines.	Train Engines.	Total. (Cols. 18+19.)	Shunting Engines.	Train Engines.	Total. (Cols. 21+22.)	Assisting required.	Assisting not required.	Light.	Total Other. (Cols. 24+25+26.)
16	17	18	19	20	21	22	23	24	25	26	27
5′ 6″ Gauge.											
Bengal Nagpur	*1936-37*	*(a)235*	*(a)36*	*(a)271*	*(a)2,497*	*(a)405*	*(a)2,902*	*(a)9*	*(a)3*	*(a)73*	*(a)85*
	1937-38	272	39	311	2,538	420	2,967	7	6	64	77
Bombay, Baroda & Central India	*1936-37*	*144*	*12*	*156*	*775*	*99*	*874*	*2*	*2*	*130*	*134*
	1937-38	151	12	163	870	107	977	Nil	1	136	137
Eastern Bengal	*1936-37*	*353*	*48*	*401*	*801*	*86*	*887*	*Nil*	*1*	*40*	*41*
	1937-38	336	51	387	821	93	914	Nil	1	37	38
East Indian	*1936-37*	*796*	*18*	*814*	*3,986*	*342*	*4,328*	*70*	*98*	*528*	*696*
	1937-38	809	16	825	4,288	361	4,649	44	73	530	647
Great Indian Peninsula — Steam	*1936-37*	*199*	*12*	*211*	*1,972*	*202*	*2,174*	*60*	*74*	*100*	*234*
	1937-38	202	12	214	2,053	195	2,248	79	71	106	256
Great Indian Peninsula — Electric‡	*1936-37*	*153*	*1*	*154*	*42*	*12*	*54*	*93*	*45*	*29*	*172*
	1937-38	168	Nil	168	39	16	55	93	45	36	174
Madras & Southern Mahratta	*1936-37*	*120*	*8*	*128*	*639*	*113*	*752*	*16*	*7*	*72*	*95*
	1937-38	146	10	156	652	148	800	30	3	93	126
Nizam's State	*1936-37*	*59*	*2*	*61*	*209*	*18*	*227*	*1*	*1*	*18*	*20*
	1937-38	58	6	64	237	20	257	1	1	22	24
North Western	*1936-37*	*987*	*93*	*1,080*	*1,998*	*477*	*2,475*	*148*	*84*	*179*	*411*
	1937-38	998	74	1,072	2,073	504	2,577	187	86	173	446
South Indian	*1936-37*	*36*	*64*	*100*	*176*	*108*	*284*	*2*	*Nil*	*15*	*17*
	1937-38	41	59	100	191	107	298	2	2	8	12
Total 5′ 6″ Gauge — Steam	*1936-37*	*2,929*	*293*	*3,222*	*13,053*	*1,850*	*14,903*	*308*	*270*	*1,155*	*1,733*
	1937-38	3,013	279	3,292	13,723	1,964	15,687	350	244	1,169	1,763
Total 5′ 6″ Gauge — Electric‡	*1936-37*	*153*	*1*	*154*	*42*	*12*	*54*	*93*	*45*	*29*	*172*
	1937-38	168	Nil	168	39	16	55	93	45	36	174
3′ 3¾″ Gauge.											
Assam Bengal	*1936-37*	*107*	*29*	*136*	*526*	*74*	*600*	*9*	*15*	*25*	*49*
	1937-38	123	33	156	560	75	635	12	9	36	57
Bengal and North Western	*1936-37*	*151*	*53*	*204*	*1,297*	*333*	*1,630*	*12*	*12*	*29*	*53*
	1937-38	162	39	201	1,382	346	1,728	13	20	39	72
Bombay, Baroda & Central India	*1936-37*	*203*	*46*	*249*	*859*	*132*	*991*	*10*	*16*	*36*	*62*
	1937-38	208	48	256	882	123	1,005	11	19	45	75
Burma	*1936-37*	*227*	*Nil*	*227*	*809*	*Nil*	*809*	*11*	*1*	*35*	*47*
	1937-38	*	*	*	*	*	*	*	*	*	*

‡ Excluding electric multiple unit suburban trains.
(a) See remarks on page 120.
* Information not furnished due to separation.

Railways for the years 1936-37 and 1937-38 (In thousands)—contd.

Engine Miles.									Total Engine Miles.			
Goods and proportion of mixed.					Departmental (including shunting and departmental sidings).			Total Departmental. (Cols. 15+33+35.)	Traffic Engine Miles.			Railway.
Assisting required.	Assisting not required.	Light.	Siding.	Total Other. (Cols. 28+29+30+31.)	Passenger and total Mixed.	Goods Engg.	Total Goods.		Passenger and proportion of mixed. (Columns 10+20+27.)	Goods & proportion of mixed. (Columns 11+23+32.)	Total including Departmental. (Columns 36+37+38.)	
28	29	30	31	32	33	34	35	36	37	38	39	40
												5′ 6″ Gauge.
(a) 333	*(a) 137*	*(a) 593*	*(a) 284*	*(a)1,347*	*(a) 10*	*(a) 29*	*(a) 412*	*(a) 870*	*(a)5,987*	*(a) 11,253*	*(a)18,110*	Bengal Nagpur.
394	112	701	310	1,517	7	25	387	788	6,368	12,352	19,508	
Nil	*2*	*60*	*13*	*75*	*4*	*16*	*256*	*338*	*4,052*	*3,582*	*7,972*	Bombay, Baroda & Central India.
Nil	2.	64	17	83	4	18	287	377	4,312	3,652	8,641	
6	*17*	*62*	*152*	*267*	*67*	*92*	*115*	*473*	*5,935*	*2,800*	*9,268*	Eastern Bengal.
6	15	60	185	266	64	60	77	538	6,086	2,881	9,505	
59	*137*	*958*	*1,393*	*2,547*	*97*	*71*	*888*	*1,909*	*15,200*	*19 530*	*39,639*	East Indian.
68	92	1,070	1,486	2,716	100	68	880	2,144	19,129	20,976	42,249	
126	*89*	*234*	*42*	*491*	*7*	*40*	*225*	*504*	*10,094*	*9,369*	*19,967*	Great Indian Peninsula. Steam
127	94	248	42	511	7	44	214	532	10,147	9,767	20,446	
76	*Nil*	*31*	*Nil*	*107*	*1*	*12*	*27*	*56*	*1,744*	*748*	*2,548*	‡ Electric
74	1	34	Nil	109	Nil	15	24	50	1,701	758	2,509	
38	*18*	*100*	*16*	*172*	*4*	*26*	*162*	*329*	*4,504*	*3,336*	*8,169*	Madras & Southern Mahratta.
98	26	180	14	318	4	21	169	296	4,588	3,815	8,699	
4	*1*	*72*	*Nil*	*77*	*Nil*	*9*	*137*	*181*	*934*	*1,137*	*2,302*	Nizam's State.
2	1	58	Nil	61	1	6	140	179	1,068	1,296	2,543	
155	*45*	*481*	*73*	*754*	*48*	*31*	*638*	*1,011*	*16,132*	*11,682*	*28,825*	North Western.
181	58	570	112	921	41	18	622	984	16,949	12,625	30,558	
20	*3*	*31*	*3*	*57*	*21*	*21*	*38*	*223*	*3,165*	*1,111*	*4,499*	South Indian.
29	6	42	5	82	17	17	29	203	3,388	1,184	4,775	
741	*449*	*2,591*	*2,006*	*5,787*	*258*	*335*	*2,871*	*5,838*	*69,053*	*63,860*	*138,751*	Total 5′ 6″ Gauge. Steam
905	406	2,993	2,171	6,475	245	277	2,805	6,041	72,035	68,843	146,924	
76	*Nil*	*31*	*Nil*	*107*	*1*	*12*	*27*	*56*	*1,744*	*748*	*2,548*	‡ Electric
74	1	34	Nil	109	Nil	15	24	50	1,701	758	2,509	
												3′ 3¼″ Gauge.
33	*42*	*39*	*109*	*214*	*2*	*19*	*53*	*239*	*2,167*	*2,940*	*5,346*	Assam Bengal.
34	14	46	112	206	4	18	72	210	2,553	3,081	5,844	
29	*46*	*66*	*Nil*	*141*	*127*	*15*	*166*	*737*	*5,950*	*4,918*	*11,605*	Bengal and North Western.
32	52	62	Nil	146	113	12	165	741	6,323	5,075	12,139	
14	*43*	*71*	*21*	*149*	*1*	*3*	*291*	*345*	*4,698*	*4,615*	*9,658*	Bombay, Baroda & Central India.
15	45	65	19	144	1	3	309	380	5,269	4,702	10,351	
11	*1*	*142*	*320*	*474*	*Nil*	*Nil*	*164*	*479*	*4,537*	*4,302*	*9,368*	Burma.
*	*	*	*	*	*	*	*	*	*	*	*	

(a) See remarks on page 120.

17.—Statement of Train and Engine ‡Mileage of Class I

Railway.	Year.	Shunting Miles.						Other			
		Passenger and proportion of mixed.			Goods and proportion of mixed.			Passenger and proportion of mixed.			
		Shunting Engines.	Train Engines.	Total. (Cols. 18 +19.)	Shunting Engines.	Train Engines.	Total. (Cols. 21 +22.)	Assisting required.	Assisting not required.	Light.	Total Other. (Cols. 24+ 25+26.)
16	17	18	19	20	21	22	23	24	25	26	27
3′ 3½″ Gauge—*concld.*											
Eastern Bengal	*1936-37*	*197*	*14*	*211*	*565*	*90*	*655*	*Nil*	*1*	*18*	*19*
	1937-38	205	13	218	592	88	680	Nil	1	14	15
Jodhpur	*1936-37*	*25*	*79*	*104*	*191*	*96*	*287*	*2*	*6*	*6*	*14*
	1937-38	24	84	108	184	100	284	1	8	7	16
Madras and Southern Mahratta	*1936-37*	*95*	*8*	*103*	*647*	*83*	*730*	*19*	*10*	*45*	*74*
	1937-38	115	8	123	661	95	756	17	6	40	63
Nizam's State	*1936-37*	*26*	*6*	*32*	*98*	*5*	*103*	*1*	*2*	*24*	*27*
	1937-38	25	10	35	118	7	125	1	1	29	31
Rohilkund and Kumaon	*1936-37*	*47*	*Nil*	*47*	*255*	*14*	*269*	*13*	*7*	*18*	*38*
	1937-38	49	Nil	49	272	17	289	15	12	21	48
South Indian	*1936-37*	*100*	*135*	*235*	*298*	*245*	*543*	*8*	*6*	*28*	*42*
	1937-38	106	148	254	321	262	583	10	22	39	71
Total 3′ 3½″ Gauge	*1936-37*	*1,178*	*370*	*1,548*	*5,545*	*1,072*	*6,617*	*85*	*76*	*264*	*425*
	1937-38 (*b*)	1,017	383	1,400	4,972	1,113	6,085	80	98	270	448

		Shunting Miles (all classes).		
		Shunting Engines.	Train Engines.	Total.
2′ 6″ & 2′ 0″ Gauges.				
Bengal-Nagpur	*1936-37*	*(a) 280*	*(a) 112*	*(a) 392*
	1937-38	288	109	397
Bombay, Baroda and Central India	*1936-37*	*Nil*	*39*	*39*
	1937-38	Nil	38	38
Eastern Bengal	*1936-37*	*Nil*	*Nil*	*Nil*
	1937-38	Nil	Nil	Nil
Great Indian Peninsula	*1936-37*	*27*	*10*	*37*
	1937-38	28	10	38
North Western	*1936-37*	*100*	*45*	*145*
	1937-38	115	49	164
South Indian	*1936-37*	*Nil*	*9*	*9*
	1937-38	Nil	11	11
Total 2′ 6″ and 2′ 0″ Gauges	*1936-37*	*407*	*215*	*622*
	1937-38	431	217	648
Total Class I Railways — Steam	*1936-37*	*23,112*	*3,800*	*26,912*
	1937-38 (*b*)	23,156	3,956	27,112
Total Class I Railways — Electric‡	*1936-37*	*153*	*1*	*154*	*42*	*12*	*54*	*98*	*45*	*29*	*172*
	1937-38	168	Nil	168	39	16	55	93	45	36	174

‡ Excluding electric multiple unit suburban trains.
* Included in column 32.
(a) See remarks on page 120.
(b) See remarks on page 121.

Railways for the years 1936-37 and 1937-38 (In thousands)—concld.

Engine Miles.								Total Engine Miles.			
Goods and proportion of mixed.					Departmental (including shunting and departmental sidings).			Total Departmental. (Cols. 15+33+35.)	Traffic Engine Miles.		
Assisting required.	Assisting not required.	Light.	Siding.	Total Other. (Cols. 28+29+30+31.)	Passenger and total Mixed.	Goods Engg.	Total Goods.		Passenger and proportion of mixed. (Columns 10+20+27.)	Goods & proportion of mixed. (Columns 11+23+32.)	Total including Departmental. (Columns 36+37+38.)
28	29	30	31	32	33	34	35	36	37	38	39
											40 — Railway.
											3′ 3½″ Gauge—*concld.*
Nil	*5*	*22*	*30*	*57*	*3*	*9*	*35*	*128*	*3,104*	*2,285*	*5,517*
Nil	4	20	26	50	3	11	36	171	3,333	2,322	5,826 — Eastern Bengal.
5	*2*	*22*	*7*	*36*	*1*	*4*	*107*	*169*	*1,192*	*1,359*	*2,720*
5	1	28	7	41	Nil	3	102	151	1,179	1,418	2,748 — Jodhpur.
99	*59*	*132*	*3*	*293*	*3*	*17*	*122*	*275*	*4,495*	*4,132*	*8,902*
87	60	137	4	288	3	14	130	250	4,546	4,292	9,088 — Madras & Southern Mahratta.
1	*2*	*48*	*Nil*	*51*	*Nil*	*7*	*102*	*143*	*1,112*	*607*	*1,867*
2	2	46	Nil	50	1	8	109	142	1,264	676	2,082 — Nizam's State.
9	*5*	*13*	*3*	*30*	*12*	*2*	*81*	*176*	*1,106*	*1,069*	*2,351*
6	5	8	4	23	12	1	84	167	1,507	997	2,671 — Rohilkund and Kumaon.
24	*2*	*14*	*30*	*70*	*35*	*44*	*68*	*599*	*7,661*	*2,324*	*10,584*
24	3	23	27	77	33	51	74	610	8,011	2,471	11,092 — South Indian.
225	*207*	*569*	*514*	*1,515*	*184*	*120*	*1,189*	*3,295*	*36,072*	*28,551*	*67,918*
205	186	435	199	1,025	170	121	1,081	2,822	33,985	25,034	61,841 — Total 3′ 3½″ Gauge.
			Total § Other Engine Miles.				Total other Departmental.				2′ 6″ & 2′ 0″ Gauges.
			(a) *28*				(a)*24*	(a)*69*	(a)*1,135*	(a)*971*	(a) *2,225*
			55				26	95	1,216	1,030	2,341 — Bengal Nagpur.
			15				*2*	*12*	*335*	*135*	*482*
			18				3	14	345	139	498 — Bombay, Baroda & Central India.
			Nil				*Nil*	*Nil*	*109*	*5*	*114*
			Nil				Nil	Nil	117	4	121 — Eastern Bengal.
			Nil				*1*	*17*	*227*	*238*	*482*
			Nil				2	21	246	220	487 — Great Indian Peninsula.
			52				*10*	*37*	*538*	*730*	*1,305*
			71				8	42	567	821	1,430 — North Western.
			Nil				*Nil*	*1*	*298*	*52*	*351*
			1				Nil	2	283	69	354 — South Indian.
			95				*37*	*136*	*2,692*	*2,131*	*4,959*
			145				39	174	2,774	2,283	5,231 — Total 2′ 6″ & 2′ 0″ Gauges.
				9,555				*9,269*	*107,817*	*94,542*	*211,628*
				9,856				9,037	108,794	96,165	213,996 — Steam
76	*Nil*	*31*	*Nil*	*107*	*1*	*12*	*27*	*56*	*1,744*	*748*	*2,548*
74	1	34	Nil	109	*Nil*	15	24	50	1,701	758	2,509 — Electric ‡ — Total Class I Railways.

§ "Other" includes Assisting required, Assisting not required, Light and Siding.

(a) See remarks on page 120.

18.—Statement of Engine hours of Class I Railways

Railway.	Year.	Passenger trains.	Mixed trains.			Goods trains.			Traffic Shunting.	
			Passenger proportion.	Goods proportion.	Total. (Columns 4+5.)	Main Lines.	Branch Lines.	Total. (Columns 7+8.)	Passenger and proportion of mixed.	Goods and proportion of mixed.
1	2	3	4	5	6	7	8	9	10	11
5' 6" Gauge.										
Bengal Nagpur	*1936-37*	*252,0*	*8,3*	*17,5*	*25,8*	*309,3*	*229,8*	*539,1*	*54,2*	*580,5*
	1937-38	267,0	7,3	15,9	23,2	355,1	259,1	614,2	62,1	593,3
Bombay, Baroda and Central India.	*1936-37*	*140,9*	*19,4*	*41,1*	*60,5*	*135,5*	*25,7*	*161,2*	*31,2*	*174,8*
	1937-38	148,4	21,3	44,3	65,6	152,2	30,6	182,8	32,5	195,2
Eastern Bengal	*1936-37*	*247,0*	*15,7*	*23,4*	*39,1*	*113,2*	*17,3*	*130,5*	*80,3*	*177,6*
	1937-38	254,0	15,6	24,5	40,1	115,2	16,8	132,0	77,3	182,7
East Indian	*1936-37*	*612,6*	*70,8*	*14,6*	*85,4*	*919,5*	*253,8*	*1,173,3*	*162,3*	*865,5*
	1937-38	667,8	76,0	16,8	92,8	1,077,9	290,1	1,368,0	165,1	929,7
Great Indian Peninsula	*1936-37*	*400,3*	*40,7*	*19,1*	*59,8*	*340,9*	*144,1*	*485,0*	*73,2*	*447,4*
	1937-38	391,0	35,3	21,4	56,7	347,2	154,8	502,0	76,4	462,0
Madras and Southern Mahratta	*1936-37*	*192,8*	*8,2*	*14,5*	*22,7*	*153,2*	*43,2*	*196,4*	*25,5*	*150,4*
	1937-38	192,6	7,5	10,0	17,5	173,5	49,6	223,1	31,3	160,1
Nizam's State	*1936-37*	*28,8*	*10,7*	*14,3*	*25,0*	*49,0*	*1*	*49,1*	*12,3*	*45,3*
	1937-38	32,2	11,1	14,3	25,4	60,2	4	60,6	12,9	51,5
North Western	*1936-37*	*455,0*	*237,4*	*123,4*	*360,8*	*514,8*	*92,6*	*607,4*	*215,9*	*495,1*
	1937-38	470,1	252,8	111,1	363,9	566,6	113,7	680,3	214.4	515,3
South Indian	*1936-37*	*143,3*	*6,9*	*5,8*	*12,7*	*43,1*	*15,3*	*58,4*	*20,0*	*56,9*
	1937-38	151,5	6,7	6,0	12,7	46,8	16,4	63,2	19,9	59,6
Total 5' 6" Gauge	*1936-37*	*2,472,7*	*418,1*	*273,7*	*691,8*	*2,578,5*	*821,9*	*3,400,4*	*675,4*	*2,993,5*
	1937-38	2,574,6	433,6	264,3	697,9	2,894,7	931,5	3,826,2	691,9	3,149.4
3' 3½" Gauge.										
Assam Bengal	*1936-37*	*5,2*	*133,6*	*108,8*	*242,4*	*19,5*	*30,1*	*49,6*	*27,2*	*120,0*
	1937-38	4,5	148,2	93,5	241,7	34,7	30,7	65,4	31,3	127,0
Bengal and North Western	*1936-37*	*279,3*	*59,9*	*32,9*	*92,8*	*125,0*	*114,2*	*239,2*	*39,4*	*325,2*
	1937-38	312,3	32,8	15,2	48,0	130,4	130,3	260,7	38,4	344.5
Bombay, Baroda and Central India.	*1936-37*	*182,2*	*62,6*	*69,3*	*131,9*	*118,7*	*94,2*	*212,9*	*49,9*	*198,3*
	1937-38	210,5	51,6	50,3	101,9	136,4	111,0	247,4	51,1	201,1
Burma	*1936-37*	*64,5*	*173,8*	*86,3*	*260,1*	*113,7*	*37,9*	*151,6*	*45,5*	*161,9*
	1937-38	*	*	*	*	*	*	*	*	*

*Information not furnished due to separation.

for the years 1936-37 and 1937-38 (In hundreds).

Service.					Departmental Engine hours.			Total Engine hours. (Columns 15 + 16 + 19.)	Percentage of train Engine hours to total Engine hours.		Railway.
†Other Hours.			Total.								
Passenger and proportion of mixed.	Goods and proportion of mixed.	Siding Engine Hours.	Passenger and proportion of mixed. (Columns 3+4+10+12.)	Goods and proportion of mixed. (Columns 5+9+11+13+14.)	Passenger and total mixed.	Goods.	Total. (Columns 17 + 18.)		Passenger train Engine Hours to Total Pass. Engine Hours (including proportion of mixed).	Goods train Engine Hours to Total Goods Engine Hours (including proportion of mixed).	
12	13	14	15	16	17	18	19	20	21	22	23
											5′ 6″ Gauge.
66,4	*222,5*	*40,5*	*380,9*	*1,400,1*	*4,5*	*103,3*	*107,8*	*1,888,3*	*68*	*37*	Bengal-Nagpur.
74,0	266,8	44,4	410,4	1,534,6	4,5	89,7	94,2	2,039,2	66	39	
44,1	*46,7*	*1,9*	*235,6*	*425,7*	*2,7*	*45,1*	*47,8*	*709,1*	*67*	*43*	Bombay, Baroda and Central India.
44,1	52,4	2,5	246,3	477,2	3,2	50,2	53,4	776,9	68	44	
99,0	*40,0*	*25,9*	*442,0*	*397,4*	*11,9*	*49,7*	*61,6*	*901,0*	*53*	*34*	Eastern Bengal.
89,5	40,6	26,5	436,4	406,3	11,5	58,6	70,1	912,8	60	34	
261,0	*295,8*	*199,0*	*1,107,2*	*2,548,2*	*30,2*	*228,4*	*258,6*	*3,914,0*	*60*	*43*	East Indian.
246,2	285,8	212,3	1,155,1	2,812,6	33,8	255,5	289,3	4,257,0	63	45	
101,7	*188,3*	*6,0*	*615,9*	*1,145,8*	*8,0*	*63,6*	*71,6*	*1,833,3*	*71*	*42*	Great Indian Peninsula.
104,4	195,7	6,1	607,1	1,187,2	7,6	64,6	72,2	1,866,5	69	42	
82,1	*70,7*	*2,3*	*308,6*	*434,3*	*4,6*	*35,9*	*40,5*	*783,4*	*64*	*45*	Madras and Southern Mahratta.
89,3	88,1	2,1	320,7	483,4	5,4	32,3	37,7	841,8	61	45	
11,1	*19,2*	*Nil*	*62,9*	*127,9*	*1*	*28,4*	*28,5*	*219,3*	*63*	*41*	Nizam's State.
12,0	20,3	Nil	68,2	146,7	1	29,3	29,4	244,3	63	43	
166,2	*151,2*	*10,5*	*1,074,5*	*1,387,6*	*14,2*	*127,3*	*141,5*	*2,603,6*	*64*	*48*	North Western.
167,6	180,7	16,1	1,104,9	1,503,5	12,6	124,9	137,5	2,745,9	65	49	
63,8	*24,6*	*5*	*239,0*	*146,2*	*4,9*	*27,7*	*32,6*	*417,8*	*62*	*37*	South Indian.
62,9	28,5	6	241,0	157,9	4,1	25,2	29,3	428,2	65	38	
900,4	*1,059,0*	*286,6*	*4,466,6*	*8,013,2*	*81,1*	*709,4*	*790,5*	*13,270,3*			Total 5′ 6″ Gauge.
890,0	1,158,9	310,6	4,590,1	8,709,4	82,8	730,3	813,1	14,112,6			
											3′ 3¾″ Gauge.
34,1	*40,1*	*14,2*	*200,1*	*332,7*	*6*	*27,6*	*28,2*	*561,0*	*69*	*41*	Assam Bengal.
38,9	36,1	16,0	222,9	338,0	1,2	22,2	23,4	584,3	68	44	
71,1	*61,2*	*Nil*	*449,7*	*658,5*	*25,4*	*82,3*	*107,7*	*1,215,9*	*71*	*37*	Bengal and North Western.
79,6	62,8	Nil	463,1	683,2	22,5	84,1	106,6	1,252,9	71	36	
57,2	*60,5*	*3,0*	*351,9*	*544,0*	*2*	*57,6*	*57,8*	*953,7*	*70*	*47*	Bombay, Baroda and Central India.
63,1	58,4	2,7	376,3	559,9	3	62,4	62,7	998,9	70	48	
55,6	*38,4*	*45,7*	*339,4*	*483,9*	*1,3*	*60,3*	*61,6*	*884,9*	*70*	*44*	Burma.
*	*	*	*	*	*	*	*	*	*	*	

† "Other" includes Assisting required, Assisting not required, Light and Siding engine hours.

*Information not furnished due to separation.

18 —Statement of Engine hours of Class I Railways

Railway.	Year.	Passenger trains.	Mixed trains.			Goods trains.			Traffic Shunting.	
			Passenger proportion.	Goods proportion.	Total. (Columns 4+5.)	Main Lines.	Branch Lines.	Total. (Columns 7 + 8.)	Passenger and proportion of mixed.	Goods and proportion of mixed.
1	2	3	4	5	6	7	8	9	10	11
3′ 3¾″ Gauge—*concld.*										
Eastern Bengal	*1936-37*	*131,7*	*36,0*	*19,1*	*55,1*	*104,8*	*11,9*	*116,7*	*42,3*	*131,0*
	1937-38	143,5	33,6	21,9	55,5	103,0	9,5	112,5	43,7	135,9
Jodhpur	*1936-37*	*30,0*	*34,8*	*33,8*	*68,6*	*51,0*	*3,9*	*54,9*	*20,8*	*57,5*
	1937-38	26,9	36,0	35,2	71,2	53,2	3,8	57,0	21,6	56,9
Madras and Southern Mahratta	*1936-37*	*200,9*	*34,3*	*58,7*	*93,0*	*158,1*	*67,1*	*225,2*	*20,5*	*146,2*
	1937-38	199,9	33,5	53,5	87,0	174,8	68,5	243,3	24,7	151,3
Nizam's State	*1936-37*	*49,1*	*3,9*	*3,1*	*7,0*	*38,7*	*2*	*38,9*	*6,4*	*20,6*
	1937-38	57,9	3,5	3,1	6,6	44,0	3	44,3	7,1	25,0
Rohilkund and Kumaon	*1936-37*	*37,9*	*28,1*	*35,3*	*63,4*	*30,3*	*2,5*	*32,8*	*9,3*	*53,7*
	1937-38	72,4	9,9	8,3	18,2	47,9	10,8	58,7	9,7	57,8
South Indian	*1936-37*	*378,3*	*32,3*	*22,1*	*54,4*	*92,2*	*37,4*	*129,6*	*46,9*	*108,7*
	1937-38	400,6	24,1	14,9	39,0	101,1	48,0	149,1	50,9	116,6
Total 3′ 3¾″ auge	*1936-37*	*1,359,1*	*599,3*	*469,4*	*1,068,7*	*852,0*	*399,4*	*1,251,4*	*308,2*	*1,323,1*
	1937-38§	1,428,5	373,2	295,9	669,1	825,5	412,9	1,238,4	278,5	1,216,1
2′ 6″ & 2′ 0″ Gauges.			Total.			Total.			Total.	
Bengal Nagpur	*1936-37*	*50,9*			*47,1*			*45,5*	*78,3*	
	1937-38	54,4			43,9			49,8	79,3	
Bombay, Baroda and Central India.	*1936-37*	*5,8*			*29,7*			*8*	*7,9*	
	1937-38	6,6			29,9			7	7,7	
Eastern Bengal	*1936-37*	*7,6*			*2,6*			*Nil*	*Nil*	
	1937-38	8,5			2,0			Nil	Nil	
Great Indian Peninsula	*1936-37*	*Nil*			*30,5*			*Nil*	*7,7*	
	1937-38	*1*			29,8			Nil	7,8	
North Western	*1936-37*	*13,6*			*52,9*			*41,4*	*29,1*	
	1937-38	13,6			53,5			46,8	32,7	
South Indian	*1936-37*	*14,3*			*12,2*			*Nil*	*1,9*	
	1937-38	8,0			14,3			1	2,2	
Total 2′ 6″ & 2′ 0″ Gauges	*1936-37*	*92,2*			*175,0*			*87,7*	*124,9*	
	1937-38	91,2			173,4			97,4	129,7	
Total Class I Railways	*1936-37*	*3,924,0*			*1,935,5*			*4,739,5*	*5,425,1*	
	1937-38§	4,094,3			1,540,4			5,162,0	5,465,6	

§ Exclude Burma Railways ; figures not furnished due to separation.

for the years 1936-37 and 1937-38 (In hundreds)—concld.

Service.					Departmental Engine hours.			Total Engine hours. (Columns 15 + 16 + 19.)	Percentage of train Engine hours to Total Engine hours.		Railway.
† Other Hours.			Total.								
Passenger and proportion of mixed.	Goods and proportion of mixed.	Siding Engine Hours.	Passenger and proportion of mixed. (Columns 3+4+10+12.)	Goods and proportion of mixed. (Columns 5+9+11+13+14.)	Passenger and total mixed.	Goods.	Total. (Columns 17 + 18.)		Passenger train Engine Hours to Total Pass. Engine Hours (including proportion of mixed).	Goods train Engine Hours to Total Goods Engine Hours (including proportion of mixed).	
12	13	14	15	16	17	18	19	20	21	22	23
											3′ 3½″ Gauge—*concld.*
49,6	*21,4*	*4,4*	*259,6*	*292,6*	*2,0*	*16,4*	*18,4*	*570,6*	*64*	*44*	Eastern Bengal.
54,3	22,8	3,8	275,1	296,9	2,4	21,7	24,1	596,1	64	42	
31,5	*43,5*	*1,0*	*117,1*	*190,7*	*2*	*27,5*	*27,7*	*335,5*	*55*	*41*	Jodhpur.
28,3	44,0	1,0	112,8	194,1	3	25,6	25,9	332,8	56	42	
51,4	*73,8*	*5*	*307,1*	*504,4*	*2,1*	*28,8*	*30,9*	*842,4*	*76*	*53*	Madras & Southern Mahratta.
49,2	73,2	5	307,3	521,8	1,8	25,4	27,2	856,3	76	54	
16,8	*‡16,7*	*Nil*	*76,2*	*‡79,3*	*4*	*22,9*	*23,3*	*‡178,8*	*69*	*41*	Nizam's State.
18,9	22,6	Nil	87,4	95,0	4	22,4	22,8	205,2	70	40	
12,2	*12,3*	*5*	*87,5*	*135,1*	*2,6*	*25,8*	*28,4*	*251,0*	*73*	*42*	Rohilkund and Kumaon.
15,9	12,3	5	107,9	137,6	2,6	27,3	29,9	275,4	74	41	
166,6	*39,5*	*4,3*	*624,1*	*304,2*	*8,4*	*74,8*	*83,2*	*1,011,5*	*65*	*40*	South Indian.
175,5	39,9	3,8	651,1	324,3	8,4	76,1	84,5	1,059,9	64	41	
546,1	*‡407,9*	*73,6*	*2,812,7*	*‡3,525,4*	*43,2*	*424,0*	*467,2*	*‡6,805,3*			Total 3′ 3½″ Gauge.
523,7	372,1	28,3	2,603,9	3,150,8	39,9	367,2	407,1	6,161,8			
Total.					Total.						2′ 6″ & 2′ 0″ Gauges.
27,4							*9,5*	*258,7*			Bengal Nagpur.
30,8							12,6	270,8			
17,0							*1,5*	*62,7*			Bombay, Baroda and Central India.
18,8							1,8	65,5			
7,3							Nil	*17,5*			Eastern Bengal.
6,3							*Nil*	16,8			
4,7							*2,3*	*45,2*			Great Indian Peninsula.
4,6							2,7	45,0			
13,8							*4,9*	*160,7*			North Western.
23,0							5,5	175,1			
9,3							*1*	*37,8*			South Indian.
12,5							2	37,3			
84,5							*18,3*	*582,6*			Total 2′ 6″ and 2′ 0″ Gauges.
96,0							22,8	610,5			
‡3,358,1							*1,276,0*	*‡20,658,2*			Total Class I Railways.
3,379,6							1,243,0	20,884,9			

† "Other" includes Assisting required, Assisting not required, Light and siding engine hours.

‡ Revised figures.

19.—*Statement of vehicle and wagon Miles (in terms of four-wheelers) of Class I*

Railway.	Year.	PASSENGER TRAINS. Coaching Vehicles.	PASSENGER TRAINS. Other Vehicles.	PASSENGER TRAINS. Total (Cols. 3 +4.)	MIXED TRAINS. (PASSENGER PROPORTION.) Coaching Vehicles.	MIXED TRAINS. (PASSENGER PROPORTION.) Other Vehicles.	MIXED TRAINS. (PASSENGER PROPORTION.) Total (Cols. 6 +7.)	TOTAL PASSENGER AND PROPORTION OF MIXED. Coaching Vehicles. (Cols. 3+6)	TOTAL PASSENGER AND PROPORTION OF MIXED. Other Vehicles. (Cols. 4+7.)	TOTAL PASSENGER AND PROPORTION OF MIXED. Total (Cols. 9 +10.)	GOODS AND Goods. Main Lines. Loaded.	GOODS AND Goods. Main Lines. Total.	GOODS AND Goods. Main Lines. Percentage loaded of total.
1	2	3	4	5	6	7	8	9	10	11	12	13	14
5′ 6″ GAUGE.													
Bengal-Nagpur	*1936-37*	*(a)84,271*	*(a)2,514*	*(a)86,785*	*(a)2,252*	*(a)32*	*(a)2,284*	*(a)86,523*	*(a)2,546*	*(a)89,069*	*(a)116,549*	*(a)167,031*	*(a)69·8*
	1937-38	89,831	2,619	92,450	2,097	35	2,132	91,928	2,654	94,582	131,349	187,344	70·1
Bombay, Baroda and Central India.	*1936-37*	*48,156*	*11,107*	*59,263*	*7,190*	*800*	*7,990*	*55,346*	*11,907*	*67,253*	*66,813*	*92,074*	*72·6*
	1937-38	51,177	11,452	62,629	7,876	838	8,714	59,053	12,290	71,343	71,940	98,792	72·8
Eastern Bengal	*1936-37*	*80,084*	*5,002*	*85,086*	*3,102*	*Nil*	*3,102*	*83,186*	*5,002*	*88,188*	*42,963*	*59,777*	*71·9*
	1937-38	80,264	4,025	84,289	3,014	Nil	3,014	83,278	4,025	87,303	42,565	58,488	72·8
East Indian	*1936-37*	*247,398*	*10,489*	*257,887*	*18,932*	*372*	*19,304*	*266,330*	*10,861*	*277,191*	*365,387*	*565,743*	*64·6*
	1937-38	250,387	11,257	261,644	20,255	517	20,772	270,642	11,774	282,416	399,083	614,701	64·9
Great Indian Peninsula	*1936-37*	*160,065*	*4,625*	*164,690*	*12,817*	*Nil*	*12,817*	*172,882*	*4,625*	*177,507*	*180,586*	*250,407*	*72·1*
	1937-38	161,551	5,132	166,683	12,800	Nil	12,800	174,351	5,132	179,483	187,452	256,524	73·1
Madras and Southern Mahratta.	*1936-37*	*54,160*	*987*	*55,147*	*1,869*	*20*	*1,889*	*56,029*	*1,007*	*57,036*	*58,822*	*86,536*	*68·0*
	1937-38	56,796	695	57,491	1,556	17	1,573	58,352	712	59,064	65,847	96,644	68·1
Nizam's State	*1936-37*	*10,302*	*242*	*10,544*	*3,422*	*63*	*3,485*	*13,724*	*305*	*14,029*	*18,728*	*27,577*	*67·9*
	1937-38	10,693	304	10,997	3,668	85	3,753	14,361	389	14,750	22,252	34,421	64·7
North Western	*1936-37*	*184,105*	*8,718*	*192,823*	*64,343*	*9 38*	*65,281*	*248,448*	*9,656*	*258,104*	*217,014*	*299,710*	*72·4*
	1937-38	189,881	9,263	199,144	66,250	986	67,236	256,131	10,249	266,380	231,932	326,466	71·0
South Indian	*1936-37*	*33,806*	*345*	*34,151*	*1,440*	*Nil*	*1,440*	*35,246*	*345*	*35,591*	*15,634*	*19,627*	*79·7*
	1937-38	34,664	486	35,150	1,370	1	1,371	36,034	487	36,521	16,987	21,187	80·2
Total 5′ 6″ Gauge	*1936-37*	*902,347*	*44,029*	*946,376*	*115,367*	*2,225*	*117,592*	*1,017,714*	*46,254*	*1,063,968*	*1,082,496*	*1,568,482*	*69·0*
	1937-38	925,244	45,233	970,477	118,886	2,479	121,365	1,044,130	47,712	1,091,842	1,169,407	1,694,567	69·0
3′ 3⅜″ GAUGE.													
Assam Bengal	*1936-37*	*432*	*23*	*455*	*44,722*	*2,960*	*47,682*	*45,154*	*2,983*	*48,137*	*5,226*	*8,416*	*62·1*
	1937-38	454	39	493	50,048	2,719	52,767	50,502	2,758	53,260	10,061	16,874	59·6
Bengal and North Western.	*1936-37*	*76,378*	*738*	*77,116*	*13,246*	*58*	*13,304*	*89,624*	*796*	*90,420*	*50,928*	*67,759*	*75·2*
	1937-38	84,542	696	85,238	7,289	20	7,309	91,831	716	92,547	51,605	68,840	75·0
Bombay, Baroda and Central India.	*1936-37*	*55,812*	*4,601*	*60,413*	*23,543*	*1,154*	*24,697*	*79,355*	*5,755*	*85,110*	*50,311*	*71,833*	*70·0*
	1937-38	62,086	5,071	67,157	18,824	859	19,683	80,910	5,930	86,840	53,914	77,863	69·2
Burma.	*1936-37*	*25,317*	*267*	*25,584*	*47,264*	*1,192*	*48,456*	*2,581*	*1,459*	*74,040*	*51,584*	*72,066*	*71.6*
	1937-38			Figures	not furnished		due to	separation.					

(a) Represents actual figures from April to November 1936 and March 1937 and three months figures for December 1935 and January and February 1936—figures for these three months in 1936-37 not being available due to labour unrest.

Railways for the years 1936-37 and 1937-38 (In thousands).

PROPORTION OF MIXED.								DEPARTMENTAL.			BRAKE VANS. (INCLUDING DEPARTMENTAL.)			
Goods. *Branch lines.*			Goods proportion of mixed.		Total.			Passenger and total mixed.	Goods.	Total. (Columns 23 + 24.)	Passenger and total mixed.	Goods.	Total. (Columns 26 + 27.)	Railway.
Loaded.	Total.	Percentage loaded of total.	Loaded.	Total	Loaded. (Cols. 12+15+18.)	Total. (Cols. 13+16+19.)	Percentage loaded of total.							
15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
														5'6" Gauge.
(a) *71,991*	(a) *118,262*	(a) *60·9*	(a) *3,021*	(a) *4,828*	(a) *191,561*	(a) *290,121*	(a) *66·0*	(a) *800*	(a) *7,704*	(a) *8,504*	(a) *397*	(a) *8,413*	(a) *8,810*	Bengal Nagpur.
81,826	135,936	60·2	2,962	4,671	216,137	327,951	65·9	717	6,330	7,047	341	9,586	9,927	
7,656	*12,743*	*60·1*	*13,007*	*16,902*	*87,476*	*121,719*	*71·9*	*181*	*1,512*	*1,693*	*1,453*	*2,103*	*3,556*	Bombay, Baroda and Central India.
8,006	13,487	59·4	14,094	18,159	94,040	130,438	72·1	114	1,823	1,937	1,277	2,338	3,615	
3,542	*5,694*	*62·3*	*3,373*	*4,633*	*49,380*	*70,104*	*71·2*	*193*	*12,269*	*12,462*	*396*	*1,778*	*2,174*	Eastern Bengal.
3,471	5,318	65·3	3,386	4,677	49,422	68,483	72·2	180	17,804	17,984	512	1,878	2,390	
48,201	*70,749*	*68·1*	*2,783*	*3,924*	*416,376*	*640,416*	*65·0*	*3,036*	*23,739*	*26,775*	*1,972*	*14,726*	*16,698*	East Idian.
52,320	76,271	68·6	3,176	4,441	454,579	695,413	65·4	2,870	30,527	33,397	2,094	16,684	18,778	
44,431	*68,362*	*65·0*	*3,231*	*5,146*	*228,248*	*323,915*	*70·5*	*92*	*5,141*	*5,233*	*3,503*	*7,502*	*11,005*	Great Indian Peninsula.
47,340	75,061	63·1	4,214	6,365	239,006	337,950	70·7	135	5,980	6,115	3,312	7,830	11,142	
12,878	*16,259*	*79 2*	*2,664*	*3,459*	*74,364*	*106,254*	*70·0*	*635*	*2,624*	*3,259*	*422*	*3,092*	*3,514*	Madras and Southern Mahratta.
15,118	19,163	78·9	1,731	2,157	82,696	117,964	70·1	484	2,013	2,497	595	3,300	3,895	
24	*50*	*47·7*	*3,627*	*4,628*	*22,379*	*32,255*	*69·4*	*21*	*599*	*620*	*276*	*723*	*999*	Nizam's State.
127	257	49·5	3,639	4,843	26,018	39,521	65·8	14	488	502	205	807	1,012	
23,658	*31,045*	*76·2*	*26,342*	*33,798*	*267,014*	*364,553*	*73·2*	*525*	*8,761*	*9,286*	*5,546*	*6,981*	*12,527*	North Western.
29,807	39,152	76·1	22,462	28,972	284,201	394,590	72·0	540	9,206	9,746	3,831	8,328	12,159	
4,218	*5,667*	*74·4*	*1,152*	*1,443*	*21,004*	*26,737*	*78·6*	*3*	*2,308*	*2,311*	*80*	*1,326*	*1,406*	South Indian.
4,398	5,674	77·5	1,209	1,506	22,594	28,367	79·6	14	2,172	2,186	324	1,333	1,657	
216,601	*328,331*	*65·9*	*59,205*	*78,761*	*1,358,302*	*1,976,074*	*68·7*	*5,486*	*64,657*	*70,143*	*14,045*	*46,644*	*60,689*	Total 5' 6" Gauge.
242,413	370,319	65·5	56,873	75,791	1,468,693	2,140,677	68·6	5,068	76,343	81,411	12,491	52,084	64,575	
														3' 3¼" Gauge.
4,411	*6,657*	*66·3*	*26,842*	*33,810*	*36,479*	*53,883*	*67·7*	*108*	*3,975*	*4,083*	*Nil*	*881*	*881*	Assam Bengal.
4,597	6,901	66·6	23,706	33,274	38,364	57,049	67·3	227	3,097	3,324	Nil	1,037	1,037	
30,243	*40,748*	*74·2*	*5,308*	*7,607*	*86,479*	*116,114*	*74·5*	*111*	*17,624*	*17,735*	*7,879*	*3,353*	*11,232*	Bengal and North Western.
33,455	45,909	72·9	2,324	3,399	87,384	118,148	74·0	89	17,729	17,818	7,943	3,677	11,620	
32,363	*45,052*	*71·8*	*21,029*	*27,386*	*103,703*	*144,271*	*71·9*	*54*	*1,360*	*1,414*	*2,780*	*2,600*	*5,380*	Bombay, Baroda and Central India.
37,554	53,212	70·6	14,684	19,177	106,152	150,252	70·6	34	1,729	1,763	2,789	2,940	5,729	
6,572	*9,541*	*68·9*	*18,611*	*23,115*	*76,767*	*104,722*	*73·3*	*145*	*9,001*	*9,146*	*125*	*2,546*	*2,671*	Burma.
				Figures	not furnished		due to	separation.						

(a) See remarks on page 130.

19.—Statement of vehicle and wagon Miles (in terms of four-wheelers) of Class I

Railway.	Year.	PASSENGER TRAINS.			MIXED TRAINS. (PASSENGER PROPORTION.)			TOTAL PASSENGER AND PROPORTION OF MIXED.			GOODS AND
		Coaching Vehicles.	Other Vehicles.	Total. (Cols. 3+4.)	Coaching Vehicles.	Other Vehicles.	Total. (Cols. 6+7.)	Coaching Vehicles. (Cols. 3+6.)	Other Vehicles. (Cols. 4+7.)	Total. (Cols. 9+10.)	Goods. *Main Lines.* Loaded.
1	2	3	4	5	6	7	8	9	10	11	12
3′ 3½″ GAUGE—*concld.*											
Eastern Bengal	*1936-37*	*47,248*	*1,019*	*48,267*	*11,806*	*Nil*	*11,806*	*59,054*	*1,019*	*60,073*	*39,076*
	1937-38	51,083	1,022	52,105	11,129	Nil	11,129	62,212	1,022	63,234	39,209
Jodhpur	*1936-37*	*10,214*	*254*	*10,468*	*11,233*	*287*	*11,520*	*21,447*	*541*	*21,988*	*20,192*
	1937-38	9,658	275	9,933	11,502	415	11,917	21,160	690	21,850	21,203
Madras and Southern Mahratta.	*1936-37*	*50,652*	*641*	*51,293*	*8,973*	*137*	*9,110*	*59,625*	*778*	*60,403*	*42,891*
	1937-38	51,524	520	52,044	8,865	152	9,017	60,389	672	61,061	46,126
Nizam's State	*1936-37*	*11,653*	*548*	*12,201*	*603*	*4*	*607*	*12,256*	*552*	*12,808*	*11,513*
	1937-38	12,658	555	13,213	556	3	559	13,214	558	13,772	13,279
Rohilkund and Kumaon	*1936-37*	*8,236*	*115*	*8,351*	*6,275*	*§60*	*6,335*	*14,511*	*175*	*14,686*	*5,559*
	1937-38	13,747	170	13,917	1,792	13	1,805	15,539	183	15,722	9,707
South Indian	*1936-37*	*93,522*	*627*	*94,149*	*6,930*	*1*	*6,931*	*100,452*	*628*	*101,080*	*33,185*
	1937-38	101,672	726	102,398	4,538	2	4,540	106,210	728	106,938	36,266
Total 3′ 3½″ Gauge	*1936-37*	*379,464*	*3,833*	*388,297*	*174,595*	*5,853*	*180,448*	*554,059*	*14,686*	*568,745*	*310,465*
	1937-38	387,424	9,074	396,498	114,543	4,183	118,726	501,967	13,257	515,224	281,370
		Total			Total			Total			Total Main and Branch Lines.
2′6″ & 2′0″ GAUGES.											Loaded.
Bengal-Nagpur	*1936-37*	*(a) 13,487*			*(a) 7,310*			*(a)20,797*			*(a)7,631*
	1937-38	14,730			6,696			21,426			8,257
Bombay, Baroda and Central India.	*1936-37*	*803*			*2,617*			*3,420*			*50*
	1937-38	882			2,516			3,398			44
Eastern Bengal	*1936-37*	*821*			*234*			*1,055*			*Nil*
	1937-38	969			212			1,181			Nil
Great Indian Peninsula	*1936-37*	*1*			*2,810*			*2,811*			*3*
	1937-38	6			3,191			3,197			9
North Western	*1936-37*	*1,923*			*6,162*			*8,085*			*2,334*
	1937-38	1,959			6,588			8,547			3,275
South Indian	*1936-37*	*1,610*			*1,601*			*3,211*			*Nil*
	1937-38	977			1,962			2,939			14
Total 2′6″ & 2′0″ Gauges	*1936-37*	*18,645*			*20,734*			*39,379*			*10,018*
	1937-38	19,523			21,165			40,688			11,599
Total Class I Railways	*1936-37*	*1,353,318*			*318,774*			*1,672,092*			*1,715,827*
	1937-38	1,386,498			261,256			1,647,754			1,806,361

Railway.	Year.	GOODS AND Goods. *Main Lines.*		
		Total.	Per centage loaded of total.	
1	2	13	14	
3′ 3½″ GAUGE—*concld.*				
Eastern Bengal	*1936-37*	*55,792*	*70·0*	
	1937-38	57,158	68·6	
Jodhpur	*1936-37*	*27,934*	*72·3*	
	1937-38	30,266	70·1	
Madras and Southern Mahratta.	*1936-37*	*56,600*	*75·8*	
	1937-38	62,091	74·3	
Nizam's State	*1936-37*	*15,493*	*74·3*	
	1937-38	17,280	76·9	
Rohilkund and Kumaon	*1936-37*	*8,598*	*64·7*	
	1937-38	15,816	61·4	
South Indian	*1936-37*	*45,727*	*72·6*	
	1937-38	49,525	73·2	
Total 3′ 3½″ Gauge	*1936-37*	*430,218*	*72·2*	
	1937-38	395,713	71·1	
		Total Main and Branch Lines.		
		Total.	Per centage loaded of Total.	
2′6″ & 2′0″ GAUGES.				
Bengal-Nagpur	*1936-37*	*(a) 11,194*	*(a)68·2*	
	1937-38	12,570	65·7	
Bombay, Baroda and Central India.	*1936-37*	*81*	*61·6*	
	1937-38	73	60·8	
Eastern Bengal	*1936-37*	*Nil*	*Nil*	
	1937-38	Nil	Nil	
Great Indian Peninsula	*1936-37*	*4*	*74·4*	
	1937-38	10	93·5	
North Western	*1936-37*	*4,102*	*56·9*	
	1937-38	5,993	54·7	
South Indian	*1936-37*	*Nil*	*Nil*	
	1937-38	17	80·9	
Total 2′6″ & 2′0″ Gauges	*1936-37*	*15,381*	*65·1*	
	1937-38	18,663	62·1	
Total Class I Railways	*1936-37*	*2,476,605*	*69·3*	
	1937-38	2,621,281	68·9	

(a) See remarks on page 130.
§ Revised figures.

Railways for the years 1936-37 and 1937-38 (In thousands)—concld.

PROPORTION OF MIXED.								DEPARTMENTAL.			BRAKE VANS. (INCLUDING DEPARTMENTAL.)			
Goods.			Goods proportion of mixed.		Total.			Passenger and total mixed.	Goods.	Total. (Cols. 23+24.)	Passenger and total mixed.	Goods.	Total (Cols. 26+27.)	Railway.
Branch lines.														
Loaded.	Total.	Percentage loaded of total.	Loaded.	Total.	Loaded. (Cols. 12+15+18.)	Total. (Cols. 13+16+19.)	Percentage loaded of total.							
15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
														3′ 3⅜″ Gauge—*concld.*
2,295	*3,389*	*67·7*	*4,780*	*6,259*	*46,151*	*65,440*	*70·5*	*190*	*3,046*	*3,236*	*367*	*1,492*	*1,859*	Eastern Bengal.
1,916	2,573	74·5	5,379	7,276	46,504	67,007	69·4	203	4,926	5,129	439	1,540	1,979	
504	*835*	*60·3*	*9,430*	*12,609*	*30,126*	*41,378*	*72·8*	*13*	*2,739*	*2,752*	*1,019*	*776*	*1,795*	Jodhpur.
576	973	59·2	8,920	12,405	30,699	43,644	70·3	54	1,776	1,830	1,104	754	1,858	
11,510	*15,335*	*75·1*	*12,081*	*15,562*	*66,482*	*87,497*	*76·0*	*155*	*2,574*	*2,729*	*987*	*4,782*	*5,769*	Madras and Southern Mahratta.
11,593	15,198	76·3	10,903	14,390	68,622	91,679	74·9	164	2,012	2,176	886	5,180	6,066	
11	*20*	*38·4*	*383*	*490*	*11,907*	*16,013*	*74·4*	*46*	*968*	*1,014*	*231*	*990*	*1,271*	Nizam's State.
45	80	55·7	400	509	13,724	17,869	76·8	29	679	708	351	1,052	1,403	
306	*557*	*55·1*	*5,762*	*7,972*	*11,627*	*17,127*	*67·9*	*78*	*3,568*	*3,646*	*1,673*	*433*	*2,106*	Rohilkund and Kumaon.
1,759	3,004	58·6	876	1,537	12,342	20,357	60·6	52	2,893	2,945	1,668	642	2,310	
8,032	*11,549*	*69·5*	*4,371*	*5,751*	*45,588*	*63,027*	*72·3*	*34*	*10,089*	*10,123*	*378*	*3,507*	*3,885*	South Indian.
10,077	14,169	71·1	2,861	3,637	49,204	67,331	73·1	34	10,373	10,407	258	3,862	4,120	
96,247	*133,693*	*72·0*	*108,597*	*145,561*	*515,309*	*709,472*	*72·6*	*934*	*54,944*	*55,878*	*15,489*	*21,360*	*36,849*	Total 3′ 3⅜″ Gauge.
101,572	142,019	71·5	70,053	95,604	452,995	633,336	71·5	886	45,214	46,100	15,438	20,684	36,122	
								Total.			Total.			
														2′ 6″ & 2′ 0″ Gauges.
			(a)*4,693*	(a)*6,185*	(a)*12,329*	(a) *17,379*	(a) *70·9*		(a) *1,152*			(a) *670*		Bengal Nagpur.
			5,167	6,485	13,424	19,055	70·5		1,787			775		
			1,134	*1,908*	*1,184*	*1,989*	*59·5*		*154*			*282*		Bombay, Baroda and Central India.
			1,156	1,943	1,200	2,016	59·5		186			371		
			41	*48*	*41*	*48*	*83·8*		*Nil*			*42*		Eastern Bengal.
			30	39	30	39	77·2		Nil			41		
			2,130	*2,847*	*2,133*	*2,851*	*74·8*		*273*			*25*		Great Indian Peninsula.
			1,999	2,605	2,008	2,615	76·8		287			38		
			3,627	*5,120*	*5,961*	*9,222*	*64·6*		*302*			*1,216*		North Western.
			3,561	5,047	6,836	11,040	61·9		299			1,421		
			525	*707*	*525*	*707*	*74·3*		*7*			*Nil*		South Indian.
			583	795	597	812	73·5		24			Nil		
			12,155	*16,815*	*22,173*	*32,196*	*68·9*		*1,888*			*2,235*		Total 2′ 6″ and 2′ 0″ Gauges.
			12,496	16,914	24,095	35,577	67·7		2,583			2,646		
			179,957	*241,137*	*1,895,784*	*2,717,742*	*69·8*		*127,909*			*99,773*		Total Class I Railway.
			139,422	188,309	1,045,783	2,809,590	69·3		130,094			103,343		

(a) See remark on page 130.

20.—*Statement of speed of Goods Trains (excluding Departmental) of* **Class I Railways** *for the years 1936-37 and 1937-38.*

Railway.	Average speed of Goods Trains.											
	Through Goods Trains.						All Goods Trains.					
	Train miles per Train Engine hour.						Train miles per Train Engine hour.					
	Main Lines.		Branch Lines.		Total.		Main Lines.		Branch Lines.		Total.	
Year.	*1936-37.*	1937-38.	*1936-37.*	1937-38.	*1936-37.*	1937-38.	*1936-37.*	1937-38.	*1936-37.*	1937-38.	*1936-37.*	1937-38.
1	2	3	4	5	6	7	8	9	10	11	12	13
5′ 6″ GAUGE.												
Bengal Nagpur	§*15·0*	14·9	§*12·9*	13·2	§*14·0*	14·1	§*12·1*	12·0	§*11·3*	11·5	§*11·8*	11·8
Bombay, Baroda and Central India	*12·7*	12·4	*10·9*	10·4	*12·4*	12·0	*11·7*	11·5	*10·9*	10·3	*11·6*	11·3
Eastern Bengal	*15·6*	15·5	*12·6*	11·8	*15·4*	15·4	*10·9*	10·7	*7·52*	7·55	*10·5*	10·3
East Indian	*12·8*	11·7	*9·49*	8·54	*12·6*	11·5	*10·8*	9·99	*7·97*	7·26	*10·2*	9·39
Great Indian Peninsula—Steam	*17·1*	17·3	*14·0*	14·2	*16·0*	16·1	*14·1*	14·2	*12·3*	12·4	*13·5*	13·6
Great Indian Peninsula—Electric‡	*19·3*	19·9	*Nil*	Nil	*19·3*	19·9	*15·1*	15·6	*Nil*	Nil	*15·1*	15·6
Madras and Southern Mahratta	*13·4*	13·5	*14·7*	14·6	*13·6*	13·6	*11·3*	11·3	*10·4*	11·0	*11·1*	11·3
Nizam's State	*13·7*	13·6	*13·3*	14·4	*13·7*	13·6	*12·0*	12·1	*13·6*	14·2	*12·0*	12·1
North Western	*15·1*	13·9	*Nil*	Nil	*15·1*	13·9	*10·5*	10·5	*9·77*	10·1	*10·4*	10·4
South Indian	*Nil*	Nil	*Nil*	Nil	*Nil*	Nil	*11·2*	10·6	*11·3*	11·0	*11·2*	10·7
Average for 5′ 6″ gauge—Steam	*	*	*	*	*	*	†*11·8*	11·4	*10·7*	10·6	*11·5*	11·2
Average for 5′ 6″ gauge—Electric‡	*19·3*	19·9	*Nil*	Nil	*19·3*	19·9	*15·1*	15·6	*Nil*	Nil	*15·1*	15·6
3′ 3¼″ GAUGE.												
Assam Bengal	*13·9*	14·6	*11·7*	11·8	*12·8*	13·5	*12·9*	13·5	*11·0*	11·0	*11·8*	12·3
Bengal and North Western	*12·1*	13·1	*8·52*	8·39	*11·6*	11·8	*10·5*	10·5	*9·15*	9·12	*9·81*	9·77
Bombay, Baroda and Central India	*12·9*	12·4	*13·3*	13·2	*13·0*	12·6	*11·9*	11·4	*10·6*	10·8	*11·3*	11·1
Burma	*12·8*	(*a*)	*11·4*	(*a*)	*12·3*	(*a*)	*11·5*	(*a*)	*11·4*	(*a*)	*11·5*	(*a*)
Eastern Bengal	*14·5*	15·0	*9·81*	11·2	*14·4*	15·0	*11·2*	11·4	*9·55*	9·72	*11·0*	11·3
Jodhpur	*13·6*	13·3	*12·0*	13·2	*13·4*	13·3	*9·65*	9·76	*9·62*	11·7	*9·64*	9·88
Madras and Southern Mahratta	*11·4*	12·0	*10·7*	10·2	*11·2*	11·6	*10·6*	10·8	*10·0*	9·81	*10·4*	10·5
Nizam's State	*12·4*	12·4	*9·79*	10·4	*12·4*	12·4	†*10·7*	10·3	*9·67*	9·67	†*10·7*	10·4
Rohilkund and Kumaon	*8·64*	9·31	*9·53*	8·96	*8·70*	9·24	*8·64*	9·31	*9·53*	8·96	*8·70*	9·24
South Indian	*Nil*	Nil	*Nil*	Nil	*Nil*	Nil	*11·3*	11·2	*10·2*	9·98	*11·0*	10·8
Average for 3′ 3¼″ gauge	*	*	*	*	*	*	*11·2*	11·2	†*10·9*	10·8	*11·1*	11·1

2′ 6″ AND 2′ 0″ GAUGES.	All Goods Trains.	
	1936-37.	1937-38.
Bengal Nagpur	§*9·22*	9·31
Bombay, Baroda and Central India	*7·95*	8·32
Eastern Bengal	*Nil*	Nil
Great Indian Peninsula	*6·61*	11·2
North Western	*8·21*	8·63
South Indian	*Nil*	12·8
Average for 2′ 6″ and 2′ 0″ gauges	*9·02*	9·24

*Information not available. ‡ Other than Electric multiple unit suburban trains.

§Based on actual figures from April to November 1936 and March 1937, and three months figuresf or December 1935 and January and February 1936. figures for these months in 1936-37 not being available due to labour unrest.

†Revised figures.

(*a*) Figures not furnished due to separation.

21.—*Statement of Shunting and Light Running on* **Class I Railways** *for the years 1936-37 and 1937-38.*

Railway.	Passenger and proportion of mixed. (Excluding Departmental.)						Goods and proportion of mixed. (Excluding Departmental.)					
	Shunting miles per 100 train miles.		Light engine miles per 100 train miles.		Light and assisting not required engine miles per 100 train miles.		Shunting engine miles per 100 train miles.		Light engine miles per 100 train miles.		Light and assisting not required engine miles per 100 train miles.	
Year.	*1936-37.*	1937-38.	*1936-37.*	1937-38.	*1936-37.*	1937-38.	*1936-37.*	1937-38.	*1936-37.*	1937-38.	*1936-37*	1937-38.
1	2	3	4	5	6	7	8	9	10	11	12	13
5′ 6″ GAUGE.												
Bengal Nagpur	§*4·81*	5·20	§*1·31*	1·07	§*1·36*	1·17	§*41·4*	37·7	§*3·46*	8·90	§*10·4*	10·3
Bombay, Baroda and Central India	*4·15*	4·04	*3·44*	3·38	*4·50*	3·41	*33·2*	33·8	*2·30*	2·22	*2·39*	2·28
Eastern Bengal	*7·31*	6·83	*0·72*	0·66	*0·74*	0·67	*52·0*	53·7	*3·65*	3·55	*4·66*	4·43
East Indian	*4·88*	4·68	*3·16*	3·00	*3·75*	3·41	*34·2*	34·2	*7·57*	7·86	*8·65*	8·54
Great Indian Peninsula	*3·31*	3·46	*1·17*	1·29	*2·25*	2·34	*30·6*	30·3	*3·64*	3·70	*4·86*	4·96
Madras and Southern Mahratta	*2·98*	3·64	*1·69*	2·15	*1·86*	2·21	*31·2*	29·7	*4·13*	6·68	*4·90*	7·65
Nizam's State	*6·78*	6·60	*1·97*	2·21	*2·06*	2·27	*2· 2*	26·3	*8·69*	5·89	*8·87*	6·00
North Western	*7·37*	6·95	*1·22*	1·12	*1·79*	1·68	*29·3*	28·2	*5·69*	6·24	*6·22*	6·87
South Indian	*3·28*	3·03	*0·50*	0·25	*0·51*	0·31	*37·0*	37·0	*4·07*	5·22	*4·39*	6·01
Average for 5′ 6″ gauge	*5·15*	5·06	*1·81*	1·76	*2·29*	2·19	*34·2*	33·3	*5·99*	6·40	*7·02*	7·26
3′ 3¼″ GAUGE.												
Assam Bengal	*6·86*	6·68	*1·25*	1·55	*2·04*	1·94	‖*28·2*	28·4	*1·83*	2·06	*3·82*	2·66
Bengal and North Western	*3·46*	3·18	*0·50*	0·65	*0·72*	0·97	*51·7*	53·8	*2·08*	1·95	*3·56*	3·56
Bombay, Baroda and Central India	*5·69*	5·18	*0·82*	0·92	*1·10*	1·31	*28·5*	28·3	*2·05*	1·82	*3·29*	3·09
Burma	*5·27*	(*a*)	*0·81*	(*a*)	*0·82*	(*a*)	*26·8*	(*a*)	*4·70*	(*a*)	*4·74*	(*a*)
Eastern Bengal	*7·35*	7·05	*0·61*	0·45	*0·65*	0·48	*41·6*	42·7	*1·40*	1·25	*1·69*	1·49
Jodhpur	*9·68*	10·2	*0·55*	0·69	*1·15*	1·41	*27·8*	26·0	*2·09*	2·56	*2·33*	2·65
Madras and Southern Mahratta	*2·38*	2·83	*1·06*	0·92	*1·28*	1·05	*23·5*	23·3	*4·22*	4·20	*6·12*	6·06
Nizam's State	*3·05*	2·94	*2·26*	2·37	*2·43*	2·48	*22·8*	25·0	*10·5*	9·25	*11·0*	9·59
Rohilkund and Kumaon	*4·56*	3·45	*1·82*	1·48	*2·50*	2·31	*34·8*	42·2	*1·62*	1·22	*2·27*	1·94
South Indian	*3·18*	3·31	*0·38*	0·51	*0·46*	0·79	*31·7*	32·2	*0·82*	1·27	*0·94*	1·44
Average for 3′ 3¼″ gauge	*4·54*	4·36	*0·77*	0·84	*1·00*	1·15	*32·4*	33·9	*2·79*	2·43	*3·80*	3·46

† Other engine miles per 100 train miles.

2′ 6″ AND 2′ 0″ GAUGES. Year.	*1936-37.*	1937-38.
Bengal Nagpur	§*24·2*	25·2
Bombay, Baroda and Central India	*13·0*	13·2
Eastern Bengal	*0·03*	0·02
Great Indian Peninsula	*8·64*	9·05
North Western	*18·4*	20·4
South Indian	*2·75*	3·33
Average for 2′ 6″ and 2′ 0″ gauges	*17·5*	18·6

† "Other" includes Shunting, Assisting required, Assisting not required, Light and Siding, but not Departmental.

§ Represents actual figures from April to November 1936 and March 1937 and three months figures for December 1935 and January and February 1936—figures for these three months in 1936-37 not being available due to labour unrest.

(*a*) figures not furnished due to separation.

‖ Revised figure.

22.—*Statement of Engine Usage of Class I*

Railway.	Year.	Average number of Engines.				Actual number in good repair stored.		Average number in		
		Authorised stock.	On line.	Under or awaiting repair.	Available for use.	Maximum in any one month.	Minimum in any one month.	Passenger service.	Mixed service.	Goods service.
1	2	3	4	5	6	7	8	9	10	11
5′ 6″ Gauge.										
Bengal Nagpur	*1936-37*	(a) *743*	(a) *665*	(a) *136*	(a) *529*	(a) *4*	(a) *2*	(a) *101*	(a) *6*	(a) *225*
	1937-38	743	654	147	507	17	3	95	7	223
Bombay, Baroda and Central India.	*1936-37*	*385*	*361*	*59*	*302*	*27*	*16*	*64*	*23*	*66*
	1937-38	378	360	63	297	21	1	63	26	72
Eastern Bengal	*1936-37*	*313*	*296*	*62*	*231*	*7*	Nil	*100*	*13*	*42*
	1937-38	313	294	47	245	18	1	105	13	43
East Indian	*1936-37*	*1,588*	*1,578*	*247*	*1,329*	*99*	*1*	*295*	*40*	*409*
	1937-38	1,544	1,561	260	1,301	42	Nil	306	41	439
Great Indian Peninsula. Steam	*1936-37*	**713*	**711*	*132*	**579*	*95*	*43*	*126*	*30*	*158*
	1937-38	*685	*684	134	‡550	65	10	128	28	165
Great Indian Peninsula. †Electric	*1936-37*	*65*	*65*	*10*	*55*	*5*	*Nil*	*23*	*Nil*	*19*
	1937-38	66	65	8	57	1	Nil	23	Nil	20
Madras and Southern Mahratta.	*1936-37*	*305*	*302*	*73*	*227*	*14*	*4*	*91*	*7*	*68*
	1937-38	304	300	67	233	10	1	91	6	79
Nizam's State	*1936-37*	*85*	*84*	*13*	*71*	*Nil*	*Nil*	*13*	*9*	*18*
	1937-38	85	84	12	72	Nil	Nil	14	9	20
North Western	*1936-37*	*1,229*	*1,225*	*220*	*1,005*	*87*	*20*	*214*	*113*	*248*
	1937-38	1,192	1,188	246	942	38	8	226	109	271
South Indian	*1936-37*	*152*	*§155*	*28*	*127*	*4*	*Nil*	*57*	*6*	*24*
	1937-38	152	§152	23	129	2	Nil	60	5	26
Total 5′ 6″ Gauge. Steam	*1936-37*	*5,513*	*5,377*	*970*	*4,400*	..	..	*1,061*	*247*	*1,258*
	1937-38	5,396	5,277	999	4,276	..	..	1,088	244	1,338
Total 5′ 6″ Gauge. †Electric	*1936-37*	*65*	*65*	*10*	*55*	*5*	*Nil*	*23*	*Nil*	*19*
	1937-38	66	65	8	57	1	Nil	23	Nil	20
3′ 3¾″ Gauge.										
Assam Bengal	*1936-37*	*205*	*208*	*26*	*182*	*Nil*	*Nil*	*3*	*97*	*19*
	1937-38	205	204	23	181	2	Nil	3	96	22
Bengal and North Western	*1936-37*	*364*	*394*	*24*	*370*	*17*	*1*	*114*	*38*	*81*
	1937-38	364	396	24	372	13	1	121	25	88
Bombay, Baroda and Central India.	*1936-37*	*490*	*448*	*65*	*383*	*56*	*25*	*82*	*55*	*74*
	1937-38	490	459	74	385	38	19	97	45	83

*This includes 8 engines used exclusively by Mechanical Department.
†Excluding Electric Multiple Unit Suburban Trains.
‡This includes 7 engines used exclusively by Mechanical Department.
§Includes one Engine employed in workshop shunting.
(a) Represents actual figures from April to November 1936 and March 1937 and three months figures for December 1935, January and February 1936—figures for these three months in 1936-37 not being available due to labour unrest.

Railways for the years 1936-37 and 1937-38.

USE DAILY ON—			Spare.	Maximum number in use on any one day.	ENGINE MILES PER DAY.					NET TON MILES.		Hours worked per day per engine available for use.	Railway.
Departmental service.	Shunting including siding.	Total.			Per passenger engine.	Per mixed engine.	Per Goods engine.	Per engine in use.	Per engine on line.	Per (goods) locomotive day on line.	Per (goods) Locomotive day in use.		
12	13	14	15	16	17	18	19	20	21	22	23	24	25
													5′ 6″ GAUGE.
(a)26	*(a)79*	*(a)437*	*(a)88*	*(a)476*	*(a)152*	*(a)169*	*(a)100*	*(a)113*	*(a)75*	*(a)14,868*	*(a)24,411*	*(a)9·76*	B. N.
25	81	431	71	477	173	148	113	124	83	17,638	28,817	11·0	
13	*45*	*211*	*72*	*250*	*153*	*111*	*90*	*104*	*60*	*13,038*	*24,571*	*6·43*	B.,B. & C.I.
17	46	224	60	283	165	110	90	105	66	13,669	24,622	7·11	
11	*48*	*214*	*16*	*238*	*148*	*108*	*101*	*121*	*88*	*9,909*	*14,841*	*10·7*	E. B.
13	48	222	17	237	145	111	98	120	91	9,597	14,095	10·2	
68	*235*	*1,047*	*228*	*1,176*	*147*	*119*	*93*	*103*	*68*	*16,270*	*26,756*	*8·06*	E. I.
70	245	1,101	185	1,207	150	122	92	105	74	18,137	28,042	8·96	
**26*	*87*	**427*	*83*	*470*	*199*	*99*	*122*	*131*	*78*	*§14,834*	*§26,515*	*7·86*	Steam.
‡26	88	‡435	72	480	198	103	121	131	83	§16,575	§28,002	8·43	
1	*6*	*49*	*5*	*55*	*190*	*Nil*	*102*	*142*	*107*	*§26,590*	*§37,568*	*9·70*	Elec. † G.I.P.
1	6	50	7	56	183	Nil	98	138	106	§26,766	§37,335	9·37	
12	*27*	*205*	*17*	*218*	*129*	*124*	*98*	*110*	*76*	*15,047*	*24,092*	*9·45*	M. & S. M.
12	29	217	12	227	132	125	102	112	81	15,988	23,772	9·57	
6	*7*	*53*	*18*	*63*	*160*	*129*	*105*	*115*	*73*	*14,753*	*28,348*	*8·46*	N. S.
5	8	56	16	63	158	133	111	119	80	17,712	30,504	9·29	
31	*128*	*734*	*211*	*827*	*142*	*150*	*84*	*109*	*65*	*11,204*	*20,071*	*7·10*	N. W.
30	127	763	157	816	140	160	87	111	71	12,348	20,622	7·99	
10	*7*	*103*	*22*	*112*	*144*	*97*	*97*	*120*	*79*	*9,771*	*18,677*	*9·11*	S. I.
9	7	107	21	119	149	104	95	123	86	10,574	18,621	9·18	
203	*663*	*3,431*	*755*	..	*152*	*131*	*96*	*111*	*71*	*14,131*	*24,112*		Steam. Total 5′ 6″ Gauge.
207	679	3,556	611	..	154	136	99	114	77	15,768	25,515		
1	*6*	*49*	*5*	*55*	*190*	*Nil*	*102*	*142*	*107*	*26,590*	*37,568*		Elec.†
1	6	50	7	56	183	Nil	98	138	106	26,766	37,335		
													3′ 3⅜″ GAUGE.
7	*26*	*152*	*30*	*159*	*91*	*101*	*98*	*96*	*71*	*5,335*	*7,919*	*8·44*	A. B.
6	27	154	27	174	80	110	111	104	79	6,010	8,573	8·84	
28	*43*	*304*	*66*	*349*	*120*	*98*	*103*	*104*	*88*	*8,589*	*12,943*	*9·00*	B. & N. W.
32	46	312	60	341	129	87	105	106	87	8,441	12,701	9·23	
18	*40*	*269*	*69*	*324*	*119*	*98*	*101*	*98*	*59*	*8,120*	*15,320*	*6·82*	B.,B. & C.I.
15	45	285	71	325	120	96	101	100	62	8,423	14,975	7·11	

§ Locomotive days of Shunting engines are wholly charged to Steam as the Shunting operations both for Steam and Electric trains are performed by Steam engines.

(a) Same remarks as on page 136.

22.—Statement of Engine Usage of Class 1

Railway.	Year.	Average number of engines.				Actual number in good repair stored.		Average Number in		
		Authorised stock.	On line.	Under or awaiting repair.	Available for use.	Maximum in any one month.	Minimum in any one month.	Passenger service.	Mixed service.	Goods service.
1	2	3	4	5	6	7	8	9	10	11
3′ 3½″ Gauge—*concld.*										
Burma	*1936-37*	*376*	*377*	*33*	*344*	*31*	*2*	*23*	*96*	*44*
	1937-38	(*b*)	(*b*)	(*b*)	(*b*)	(*b*)	(*b*)	(*b*)	(*b*)	(*b*)
Eastern Bengal	*1936-37*	*212*	*207*	*42*	*164*	*31*	*4*	*49*	*20*	*35*
	1937-38	210	207	40	165	15	1	54	20	33
Jodhpur	*1936-37*	*105*	*104*	*9*	*95*	*Nil*	*Nil*	*12*	*29*	*16*
	1937-38	105	107	8	98	Nil	Nil	14	26	18
Madras and Southern Mahratta.	*1936-37*	*339*	*355*	*61*	*293*	*29*	*9*	*76*	*37*	*87*
	1937-38	330	347	53	293	26	9	77	36	92
Nizam's State	*1936-37*	*87*	*87*	*8*	*79*	*Nil*	*Nil*	*20*	*3*	*12*
	1937-38	87	87	9	78	Nil	Nil	21	3	13
Rohilkund and Kumaon	*1936-37*	*75*	*80*	..	*74*	*Nil*	*Nil*	*13*	*22*	*9*
	1937-38	75	83	..	78	Nil	Nil	25	7	13
South Indian	*1936-37*	**401*	*‡389*	*60*	*329*	*21*	*3*	*160*	*25*	*54*
	1937-38	401	‡387	51	336	7	3	171	18	58
Total 3′ 3½″ Gauge	*1936-37*	*2,654*	*2,649*	*328*	*2,313*	..	..	*552*	*422*	*431*
	1937-38	2,267	2,277	282	1,986	..	..	583	276	420
2′ 6″ and 2′ 0″ Gauges.										
Bengal Nagpur	*1936-37*	(*a*) *116*	(*a*)*110*	(*a*) *21*	(*a*)*89*	(*a*) *3*	(*a*) *1*	(*a*) *22*	(*a*) *18*	(*a*) *18*
	1937-38	116	110	26	84	1	1	22	15	19
Bombay, Baroda and Central India.	*1936-37*	*28*	*26*	*4*	*22*	*Nil*	*Nil*	*2*	*13*	*Nil*
	1937-38	28	25	4	21	Nil	Nil	2	14	Nil
Eastern Bengal	*1936-37*	*9*	*10*	*3*	*7*	*Nil*	*Nil*	*4*	*1*	*Nil*
	1937-38	9	10	3	7	Nil	Nil	4	1	Nil
Great Indian Peninsula	*1936-37*	*22*	*22*	*5*	*17*	*2*	*Nil*	*Nil*	*10*	*Nil*
	1937-38	22	21	5	16	2	Nil	Nil	10	Nil
North Western	*1936-37*	*100*	*101*	*18*	*83*	*14*	*7*	*4*	*23*	*17*
	1937-38	100	100	20	80	12	4	4	23	18
South Indian	*1936-37*	*11*	*11*	*1*	*10*	*Nil*	*Nil*	*4*	*3*	*Nil*
	1937-38	11	11	2	9	Nil	Nil	3	4	..
Total 2′ 6″ and 2′ 0″ Gauges	*1936-37*	*286*	*280*	*52*	*228*	..	..	*36*	*68*	*35*
	1937-38	286	277	60	217	..	..	35	67	37

*Excludes 2 Battery Tenders.
‡ Includes 2 Engines employed in workshop Shunting.
(*a*) Same remarks as on page 136.
(*b*) Figures not furnished due to separation.

Railways for the years 1936-37 and 1937-38—concld.

USE DAILY ON—					ENGINE MILES PER DAY.					NET TON. MILES.		Hours worked per day per engine available for use.	
Departmental service.	Shunting including siding.	Total.	Spare.	Maximum number in use on any one day.	Per passenger engine.	Per mixed engine.	Per Goods engine.	Per engine in use.	Per engine on line.	Per (goods) locomotive day on line.	Per (goods) locomotive day in use.		Railway.
12	13	14	15	16	17	18	19	20	21	22	23	24	25
													3′ 3⅜″ GAUGE —*concld.*
14	*40*	*217*	*107*	*244*	*166*	*122*	*116*	*119*	*68*	*8,058*	*16,185*	*7·05*	Burma.
(*b*)	(*b*)	(*b*)	(*b*)	(*b*)	(*b*)	(*b*)	(*b*)	(*b*)	(*b*)	(*b*)	(*b*)	(*b*)	
5	*29*	*138*	*11*	*152*	*135*	*115*	*107*	*111*	*74*	*7,089*	*11,336*	*9·51*	E. B.
6	31	144	12	156	135	120	108	112	79	6,998	10,852	9·87	
6	*10*	*73*	*22*	*84*	*136*	*108*	*100*	*102*	*72*	*7,631*	*12,304*	*12·6*	Jodhpur.
5	10	73	26	84	109	126	95	105	70	7,529	11,974	9·02	
7	*34*	*241*	*36*	*283*	*142*	*92*	*84*	*101*	*69*	*5,316*	*8,189*	*7·88*	M. & S. M.
7	33	245	34	280	142	86	85	102	72	5,676	8,372	8·01	
4	*7*	*46*	*33*	*60*	*143*	*94*	*110*	*110*	*58*	*5,833*	*13,409*	†*6·17*	N. S.
4	8	49	29	59	156	109	105	116	65	6,144	13,061	7·21	
3	*11*	*58*	*16*	*69*	*142*	*108*	*100*	*111*	*81*	*6,486*	*9,477*	*9·27*	R. & K.
3	11	59	19	68	144	103	127	124	88	6,617	10,761	9·73	
24	*14*	*276*	*42*	*299*	*122*	*86*	*85*	*106*	*75*	*5,505*	*10,070*	†*8·42*	S. I.
25	14	286	45	328	122	85	91	107	79	7,513	10,653	8·64	
116	*254*	*1,774*	*432*	..	*129*	*105*	*98*	*105*	*71*	*7,012*	*11,373*		TOTAL 3′ 3⅜″ GAUGE.
103	225	1,607	323	..	105	103	99	106	75	7,089	11,361		
													2′ 6″ & 2′ 0″ GAUGES.
(*a*) *2*	(*a*) *10*	(*a*) *70*	(*a*)*16*	(*a*) *82*	(*a*) *95*	(*a*) *92*	(*a*) *76*	(*a*) *87*	(*a*) *56*	(*a*) *2,191*	(*a*)*3,666*	(*a*)*7·97*	B. N.
3	11	70	14	79	103	101	79	92	59	2,401	4,086	8·88	
Nil	*Nil*	*15*	*7*	*19*	*121*	*78*	*Nil*	*88*	*51*	*2,331*	*2,331*	*7·81*	B.,B. & C.I.
Nil	Nil	16	5	19	140	73	Nil	85	55	2,077	2,077	8·54	
Nil	*Nil*	*5*	*2*	*7*	*55*	*59*	*Nil*	*56*	*31*	*393*	*686*	*6·60*	E. B.
Nil	Nil	5	2	7	60	64	Nil	61	34	559	992	6·59	
1	*1*	*12*	*4*	*16*	*Nil*	*120*	*Nil*	*110*	*60*	*1,364*	*2,955*	*7·28*	G. I. P.
1	1	12	4	16	Nil	120	Nil	111	64	1,361	2,721	7·71	
1	*4*	*49*	*24*	*63*	*108*	*78*	*59*	*73*	*35*	*964*	*2,120*	*5·31*	N. W.
1	5	51	21	69	93	82	66	77	39	1,119	2,273	6·00	
Nil	*Nil*	*7*	*3*	*8*	*134*	*141*	*Nil*	*137*	*87*	*2,479*	*4,022*	*10·7*	S. I.
..	Nil	7	2	9	142	134	77	136	88	2,110	3,389	11·2	
4	*15*	*158*	*56*	..	*98*	*91*	*68*	*86*	*49*	*1,634*	*3,171*		TOTAL 2′ 6″ AND 2′ 0″ GAUGES.
5	17	161	48	.	102	93	73	89	52	1,812	3,387		

† Revised figure.

(*a*) Same remarks as on Page 136.

(*b*) Figures not furnished due to separation.

23.—*Statement of Loads of Trains of Class I Railways for the years 1936-37 and 1937-38.*

Railway.	Year.	AVERAGE LOAD PER TRAIN (IN TERMS OF 4-WHEELERS) (EXCLUDING DEPARTMENTAL TRAINS).										
		Passenger trains.	Passenger including proportion of mixed.	Goods trains.						Goods and Proportion of mixed.		
				Main lines.			*Branch lines.*			*Main and Branch lines.*		
		No. of vehicles.	Gross weight including weight of engine.	Loaded wagons.	Total.	Percentage loaded of total.	Loaded wagons.	Total.	Percentage loaded of total.	Net or freight weight.	Gross weight including weight of engine.	Gross weight excluding weight of engine.
1	2	3	4	5	6	7	8	9	10	11	12	13
5′ 6″ Gauge.	†		Tons.							Tons.	Tons.	Tons.
Bengal Nagpur	*1936-37*	*16*	*424*	*29*	*42*	*69·8*	*26*	*43*	*60·9*	*386*	*900*	*780*
	1937-38	16	404	29	41	70·1	26	43	60·2	405	906	798
Bombay, Baroda and Central India.	*1936-37*	*18*	*422*	*38*	*53*	*71·7*	*26*	*44*	*59·1*	*412*	*979*	*875*
	1937-38	18	406	38	52	73·1	25	42	59·5	398	956	851
Eastern Bengal	*1936-37*	*16*	*370*	*3*	*47*	*71·9*	*24*	*39*	*62·2*	*277*	*764*	*667*
	1937-38	15	363	33	46	72·8	25	38	65·3	268	750	652
East Indian	*1936-37*	*17*	*409*	*36*	*55*	*64·6*	*22*	*33*	*68·1*	*478*	*1,081*	*967*
	1937-38	16	388	36	56	64·9	23	34	68·4	497	1,096	992
Great Indian Peninsula — Steam	*1936-37*	*16*	*404*	*34*	*48*	*71·1*	*24*	*36*	*65·0*	*355*	*894*	*781*
	1937-38	16	412	35	49	72·1	23	37	63·1	371	910	795
Great Indian Peninsula — ** Electric	*1936-37*	*19*	*472*	*43*	*54*	*79·1*	*Nil*	*Nil*	*Nil*	*457*	*1,137*	*999*
	1937-38	19	491	43	54	79·9	Nil	Nil	Nil	470	1,143	1,005
Madras and Southern Mahratta.	*1936-37*	*13*	*389*	*34*	*49*	*68·0*	*28*	*35*	*79·2*	*346*	*932*	*813*
	1937-38	14	387	33	49	68·1	27	34	78·9	342	887	780
Nizam's State	*1936-37*	*15*	*424*	*32*	*46*	*67·9*	*22*	*46*	*47·7*	*354*	*860*	*726*
	1937-38	14	397	30	47	64·6	23	46	49·5	360	875	747
North Western	*1936-37*	*18*	*396*	*38*	*53*	*72·4*	*25*	*33*	*76·2*	*324*	*818*	*722*
	1937-38	18	387	37	52	71·0	24	32	76·1	322	824	728
South Indian	*1936-37*	*12*	*295*	*31*	*39*	*79·7*	*23*	*31*	*74·4*	*286*	*748*	*645*
	1937-38	11	281	32	40	80·2	23	30	77·5	290	749	652
Average for 5′ 6″ gauge — Steam	*1936-37*	*16*	*399*	*35*	*51*	*68·8*	*26*	*37*	*65·9*	*389*	*940*	*823*
	1937-38	16	388	35	52	67·5	25	37	65·5	399	945	835
Average for 5′ 6″ gauge — ** Electric	*1936-37*	*19*	*472*	*43*	*54*	*79·1*	*Nil*	*Nil*	*Nil*	*457*	*1,137*	*999*
	1937-38	19	491	43	54	79·9	Nil	Nil	Nil	470	1,143	1,005
3′ 3⅜″ Gauge.												
Assam Bengal	*1936-37*	*5*	*276*	*21*	*33*	*62·0*	*13*	*20*	*66·5*	*114*	*308*	*261*
	1937-38	6	276	21	36	59·6	13	20	66·6	114	321	264
Bengal and North Western.	*1936-37*	*15*	*207*	*35*	*46*	*76·1*	*24*	*32*	*75·0*	*202*	*435*	*382*
	1937-38	15	200	34	46	73·9	22	31	71·0	198	430	379
Bombay, Baroda and Central India.	*1936-37*	*20*	*258*	*35*	*50*	*70·0*	*31*	*43*	*72·1*	*217*	*477*	*418*
	1937-38	18	234	34	50	68·0	30	43	69·8	217	481	428

** Excluding Electric multiple unit suburban trains.

†Figures for 1936-37 are based on actuals of 9 months (April to November 1936 and March 1937) and for the remaining 3 months, figures for which were not compiled due to labour unrest the actual for the corresponding months Dec. 35, January and February 36 have been adopted.

23.—*Statement of Loads of Trains of Class I Railways for the years 1936-37 and 1937-38*—concld.

Railway.	Year.	AVERAGE LOAD PER TRAIN (IN TERMS OF 4-WHEELERS) (EXCLUDING DEPARTMENTAL TRAINS).										
		Passenger trains.	Passenger including proportion of mixed.	Goods trains.						Goods and Proportion of mixed.		
				Main lines.			*Branch lines.*			*Main and Branch lines.*		
		No. of vehicles.	Gross weight including weight of engine.	Loaded wagons.	Total.	Percentage loaded of total.	Loaded wagons.	Total.	Percentage loaded of total.	Net or freight weight.	Gross weight including weight of engine.	Gross weight excluding weight of engine.
1	2	3	4	5	6	7	8	9	10	11	12	13
3′ 3½″ Gauge—*concld.*			Tons.							Tons.	Tons.	Tons.
Burma	*1936-37*	*18*	*221*	*39*	*55*	*71·6*	*15*	*22*	*68·9*	*203*	*463*	*339*
	1937-38			Figures	not	furnished		due	to separation.			
Eastern Bengal	*1936-37*	*21*	*275*	*33*	*47*	*70·0*	*19*	*28*	*67·7*	*166*	*464*	*403*
	1937-38	20	273	33	48	68·6	20	26	74·5	160	464	404
Jodhpur	*1936-37*	*20*	*266*	*38*	*53*	*71·7*	*14*	*23*	*60·9*	*169*	*412*	*357*
	1937-38	21	269	38	55	70·0	13	22	59·1	161	400	348
Madras and Southern Mahratta.	*1936-37*	*14*	*217*	*26*	*34*	*75·8*	*17*	*23*	*75·1*	*135*	*378*	*306*
	1937-38	14	209	24	33	74·3	17	22	76·3	134	370	306
Nizam's State	*1936-37*	*12*	*207*	*28*	*38*	*74·3*	*8*	*20*	*38·4*	*202*	*493*	*419*
	1937-38	12	189	29	38	76·8	14	25	55·7	200	486	418
Rohilkund & Kumaon	*1936-37*	*13*	*198*	*20*	*30*	*66·7*	*12*	*21*	*57·1*	*137*	*305*	*252*
	1937-38	11	155	21	34	61·8	17	29	58·6	147	345	302
South Indian	*1936-37*	*14*	*180*	*32*	*44*	*72·6*	*21*	*30*	*69·5*	*160*	*438*	*374*
	1937-38	14	179	32	44	73·2	21	30	71·1	164	442	382
Average for 3′ 3½″ gauge.	*1936-37*	*15*	*222*	*32*	*45*	*72·2*	*22*	*31*	*72·0*	*175*	*42*	*360*
	1937-38 (*a*)	15	214	30	43	71·1	23	32	71·5	169	418	360
2′ 6″ and 2′ 0″ Gauges.	†											
Bengal Nagpur	*1936-37*									*64*	*213*	*‡160*
	1937-38									69	215	169
Bombay, Baroda and Central India.	*1936-37*									*44*	*122*	*93*
	1937-38									44	119	92
Eastern Bengal	*1936-37*									*12*	*51*	*39*
	1937-38									15	56	43
Great Indian Peninsula	*1936-37*									*31*	*126*	*78*
	1937-38									31	127	79
North Western	*1936-37*									*39*	*143*	*100*
	1937-38									41	151	106
South Indian	*1936-37*									*30*	*117*	*77*
	1937-38									27	105	69
Average for 2′ 6″ and 2′ 0″ gauges.	*1936-37*									*48*	*168*	*120*
	1937-38									51	171	126

† Please see footnote on page 140.

‡ Revised figures.

(*a*) Excluding Burma; figures not furnished due to Separation.

24. *Statement of vehicles and wagons and their usage on Class I Railways for the years 1936-37 and 1937-38.

Railway.	Year.	COACHING STOCK							GOODS STOCK.				AVERAGE STARTING WAGON LOAD (IN TONS) (IN TERMS OF 4-WHEELERS).			AVERAGE WAGON LOAD DURING THE RUN (IN TONS) (IN TERMS OF 4-WHEELERS).		
		AVERAGE AUTHORISED STOCK (IN UNITS).		AVERAGE NUMBER ON LINE.						AVERAGE NUMBER OF WAGONS OWNED.								
				Passenger Carriages.		Other Coaching Vehicles.												
		Passenger carriages.	Other coaching vehicles.	In units.	In terms of 4-wheelers.	In units.	In terms of 4-wheelers.	Vehicle miles per vehicle day (in terms of 4-wheelers.)	Average authorised stock (in units).	In units.	In terms of 4-wheelers.	Average number of wagons on line daily pooled and non-pooled (in terms of 4-wheelers).	Coal and coke.	Heavy merchandise.	Light merchandise.	All Traffic.	Wagon miles per wagon day. (In terms of 4-wheelers).	Net ton miles per wagon day (in terms of 4-wheelers).
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
5' 6" GAUGES.																		
Bengal Nagpur	*1936-37*	(a) *825*	(a) *396*	(a) *788*	(a) *1,553*	(a) *239*	(a) *328*	(a) *126*	(a) *22,841*	(a) *22,845*	(a) *24,487*	(a) *21,514*	(a) *20·5*	(a) *18·3*	(a) *12·4*	(a) *14·1*	(a) *36·6*	(a) *344*
	1937-38	793	395	763	1,494	223	310	140	22,791	22,805	24,443	21,612	20·5	18·2	12·3	14·7	41·3	404
Bombay, Baroda and Central India.	*1936-37*	*613*	*296*	*566*	*1,097*	*202*	*232*	*114*	*9,987*	*9,208*	*9,465*	*9,351*	*20·8*	*13 8*	*9·90*	*12·4*	*31·5*	*318*
	1937 38	595	295	585	1,133	216	246	117	9,940	9,270	9,527	9,261	20·7	13·5	9·37	12·2	38·5	340
Eastern Bengal	*1936-37*	*792*	*393*	*707*	*1,383*	*300*	*317*	*134*	*7,940*	*8,055*	*8,215*	*7,518*	*19·3*	*13·5*	*8·19*	*9·46*	*25·4*	*172*
	1937-38	788	397	730	1,428	316	336	129	7,948	8,053	8,217	7,746	18·8	13·5	8 45	9·23	24·0	161
East Indian*	*1936-37*	*2,119*	*854*	*2,518*	*4,712*	*651*	*829*	*132*	*49,081*	*48,896*	*49,333*	*48,254* (b)	*20·6*	*14·0*	*7·82*	*14·5*	*36·0* (b)	*243* (b)
	1937-38	2,109	847	2,504	4,688	640	813	139	49,107	48,874	49,311	47,031	20·7	14·2	7·75	14·9	40·1	394
Great Indian Peninsula.	*1936-37*	*1,145*	*757*	*1,128*	*2,274*	*532*	*652*	‡*156*	*17,118*	*17,348*	*18,632*	*18,599*	*20·2*	*15·3*	*12·2*	*11·6*	*47·4*	*390*
	1937-38	1,131	733	1,113	2,248	508	611	160	16,990	17,173	18,513	17,706	20·5	15·3	12·8	12·1	51·9	446
Madras and Southern Mahratta.	*1936-37*	*631*	*315*	*684*	*1,186*	*224*	*238*	*108*	*5,803*	*6,103*	*6,191*	*6,403*	*20·5*	*12·3*	*6·55*	*11·2*	*45·0*	*358*
	1937-38	631	309	660	1,174	221	232	114	5,803	5,904	5,993	5,963	20·1	12·2	6·29	11·1	53·3	421
Nizam's State	*1936-37*	*118*	*55*	*117*	*203*	*34*	*37*	*157*	*2,081*	†*2,106*	†*2,106*	*2,024*	*20·2*	*16·4*	*6·75*	*13·2*	*43·5*	*399*
	1937-38	118	55	112	196	32	35	170	2,081	†2,053	†2,053	1,995	20·3	16·5	6·69	13·5	53·8	484
North Western	*1936-37*	*2,434*	*1,336*	*2,375*	*4,580*	*926*	*1,003*	*122*	*28,326*	*27,984*	*28,944*	*28,100*	*18·8*	*13·2*	*7·73*	*10·3*	*34·9*	*267*
	1937-38	2,370	1,329	2,300	4,438	919	1,000	129	28,350	27,710	28,678	27,551	20·0	13·5	7·53	10·4	38·5	293
South Indian	*1936-37*	*324*	*126*	*320*	*648*	*107*	*116*	*126*	*2,297*	*2,298*	*2,310*	*2,155*	*20·2*	*15·3*	*9·55*	*10·5*	*33·7*	*280*
	1937-38	324	126	322	653	120	128	126	2,297	2,297	2,309	2,195	19·9	14·8	9·18	10·3	35·2	291
Total 5 '6" Gauge and average.	*1936-37*	*9,001*	*4,528*	*9,203*	*17,636*	*3,215*	*3,752*	*130*	*145,474*	*144,843*	*149,683*	*143 918*				*12·6*	*37·0*	*324*
	1937-38	8,859	4,486	9,089	17,452	3,195	3,711	135	145,307	144,139	149,044	141,060				12·9	41·1	367
3' 3½" GAUGE.																		
Assam Bengal	*1936-37*	*609*	*250*	*606*	*1,175*	*133*	*146*	*94*	*5,356*	*5,248*	*5,755*	*5,604*	*10·6*	*7·87*	*5·49*	*6·65*	*26·2*	*119*
	1937-38	612	252	605	1,176	138	151	105	5,384	5,271	5,791	5,526	10·6	8·07	5·74	6·67	28·0	127
Bengal and North Western.	*1936-37*	*1,266*	*277*	*1,296*	*1,857*	*54*	*55*	*128*	*10,931*	*11,826*	*11,974*	*12,035*	*10·4*	*8·77*	*4·65*	*7·36*	*25·6*	*145*
	1937-38	1,220	309	1,269	1,837	65	66	132	11,090	12,084	12,232	12,312	10·3	8·54	4·59	7·26	25·4	141
Bombay, Baroda & Central India.	*1936-37*	*1,430*	*282*	*1,174*	*2,126*	*187*	*228*	*92*	*8,369*	*8,577*	*10,064*	*10,000*	*9·19*	*9·37*	*6·42*	*7·27*	*35·8*	*207*
	1937-38	1,425	278	1,193	2,170	193	234	92	8,815	8,685	10,194	10,125	9·13	9·35	5·87	7·27	40·5	209
Burma	*1936 37*	*832*	*394*	*719*	*1,434*	*174*	*205*	*121*	*9,094*	*9,094*	*9,953*	*9,363*	*12.0*	*12·2*	*6·15*	*7·98*	*29·8*	*179*
	1937-38				Figures	not	furnish	ed due	to separa tion.									

*Does not include electric multiple unit suburban service stock.

†Excludes 20 covered wagons used as coaching vehicles.

(a) The figures shown in columns 3 to 8 and 10 to 12 are actuals for 12 months and in the rest, are based on 9 months' actuals from April to November 1936 and March 1937 and 3 months for December 1935, January and February 1936—the figures for these three months in 1936-37 not being compiled due to labour unrest.

‡Revised figures.

(b) Exclude uneconomical types of wagons ear-marked either for scrapping or reconditioning into open wagons.

24.-§Statement of vehicles and wagons and their usage on Class I Railways for the years 1936-37 and 1937-38 —concld.

Railway.	Year.	COACHING STOCK. Average authorised stock (in units). Passenger carriages.	Other coaching vehicles.	Average number on line. Passenger Carriages. In units.	In terms of 4-wheelers.	Other Coaching Vehicles. In units.	In terms of 4-wheelers.	Vehicle miles per vehicle day (in terms of 4-wheelers).	GOODS STOCK. Average authorised stock (in units).	Average number of wagons owned. In units.	In terms of 4-wheelers.	Average number of wagons on line daily pooled and non-pooled (in terms of 4-wheelers).	Average starting wagon load (in tons) (in terms of 4-wheelers). Coal and coke.	Heavy merchandise.	Light merchandise.	Average wagon load during the run (in tons) (in terms of 4-wheelers). All Traffic.	Wagon miles per wagon day (in terms of 4-wheelers).	Net ton miles per wagon day (in terms of 4-wheelers).
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
3' 3½" GAUGE—*concld.*																		
Eastern Bengal	*1936-37*	*755*	*353*	*675*	*1,290*	*251*	*259*	*104*	*5,029*	*5,407*	*7,170*	*6,830*	*9·37*	*7·82*	*6·89*	*5·67*	*26·0*	*105*
	1937-38	747	371	663	1,269	266	274	110	5,028	5,433	7,195	6,723	9·36	7·62	6·84	5·46	27·0	103
Jodhpur	*1936-37*	*260*	*87*	*257*	*440*	*26*	*33*	*124*	*2,461*	*2,449*	*2,679*	*2,706*	*10·4*	*8·47*	*4·66*	*5·82*	*40·3*	*178*
	1937-38	272	89	261	451	27	34	120	2,629	2,452	2,680	2,796	9·62	7·83	4·68	5·73	41·4	174
Madras and Southern Mahratta.	*1936-37*	*871*	*229*	*857*	*1,444*	*206*	*216*	*99*	*7,265*	*7,472*	*7,859*	*7,744*	*11·5*	*8·04*	*4·70*	*6·30*	*30·3*	*148*
	1937-38	834	227	816	1,470	195	206	104	7,067	7,173	7,574	7,461	11·6	8·13	4·49	6·32	33·0	159
Nizam's State	*1936-37*	*132*	*41*	*140*	*224*	*16*	*16*	*140*	*1,341*	*††1,309*	*††1,315*	*1,308*	*9·77*	*9·71*	*6·03*	*7·68*	*33·4*	*192*
	1937-38	132	41	127	199	16	16	168	1,300	†1,287	†1,293	1,255	9·85	9·71	5·73	7·30	38·7	219
Rohilkund & Kumaon.	*1936-37*	*241*	*89*	*221*	*335*	*36*	*37*	*106*	*2,669*	*2,812*	*2,852*	*2,595*	*10·8*	*11·6*	*9·32*	*10·7*	*18·0*	*112*
	1937-38	241	91	225	339	36	37	114	2,707	2,847	2,887	2,660	10·2	10·9	9·02	10·3	20·8	103
South Indian	*1936-37*	*1,229*	*187*	*1,234*	*2,462*	*139*	*224*	*102*	*5,163*	*5,176*	*7,302*	*6,903*	*10·1*	*8·23*	*4·96*	*5·99*	*24·5*	*108*
	1937-38	1,229	187	1,252	2,501	140	226	107	5,160	5,160	7,285	6,658	10·4	8·30	4·74	6·04	27·1	122
Total 3' 3½" Gauge and Average.	*1936-37*	*7,625*	*2,189*	*7,179*	*12,787*	*1,222*	*1,419*	*107*	*58,178*	*59,370*	*66,923*	*65,088*				*6·93*	*28·9*	*150*
	(c) 1937-38	6,712	1,845	6,411	11,412	1,076	1,244	109	49,180	50,392	57,131	55,516				6·67	28·9	149
2' 6" & 2' 0" GAUGES.																		
Bengal Nagpur	*1936-37*	*(a) 391*	*(a) 56*	*(a) 373*	*(a) 740*	*(a) 24*	*(a) 47*	*(a) 70*	*(a) 1,950*	*(a) 1,950*	*(a) 3,860*	*(a) 3,737*				*(a) 3·55*	*(a) 12·6*	*(a) 32*
	1937-38	389	57	365	720	23	46	75	1,950	1,950	3,860	3,715				3·72	13·9	37
Bombay, Baroda and Central India.	*1936-37*	*71*	*1*	*71*	*141*	*1*	*2*	*	*322*	*311*	*518*	*516*				*5·03*	*10·0*	*32*
	1937-38	71	1	71	142	1	2	*	327	313	521	518				5·05	10·1	32
Eastern Bengal	*1936-37*	*55*	*Nil*	*51*	*64*	*Nil*	*Nil*	*45*	*25*	*24*	*24*	*22*				*1·38*	*5·86*	*7*
	1937-38	47	Nil	58	80	Nil	Nil	40	25	22	22	20				1·85	5·17	8
Great Indian Peninsula.	*1936-37*	*49*	*3*	*49*	*93*	*2*	*2*	*81*	*201*	*201*	*397*	*397*				*3·03*	*19·6*	*45*
	1937-38	48	3	48	91	2	2	94	201	201	397	397				2·97	18·0	41
North Western	*1936-37*	*300*	*70*	*291*	*561*	*58*	*100*	*32*	*762*	*763*	*1,369*	*1,225*				*3·90*	*20·3*	*52*
	1937-38	290	71	288	558	60	102	33	762	762	1,368	1,228				3·88	24·0	59
South Indian	*1936-37*	*34*	*1*	*34*	*68*	*Nil*	*Nil*	*129*	*78*	*78*	*156*	*156*				*2·63*	*12·4*	*25*
	1937-38	34	1	34	68	Nil	Nil	118	78	78	156	156				2·78	14·1	29
TOTAL 2' 6" & 2' 0" GAUGES AND AVERAGE.	*1936-37*	*900*	*131*	*869*	*1,667*	*85*	*151*	*45*	*3,338*	*3,327*	*6,324*	*6,053*				*3·64*	*14·3*	*37*
	1937-38	879	133	864	1,659	86	152	47	3,343	3,326	6,324	6,034				3·74	15·9	14

*Information not available.

§ Does not include electric multiple unit suburban service stock.

†Excludes 11 open wagons high sided, coupled to goods brake-vans and 2 open wagons lowsided temporarily used as water tanks.

†† " 18 " " " " 2 open Wagons lowsided " " "

(a) For explanation see footnote on page 142.

(c) Excludes Burma Railways; figures not received due to separation.

25.—*Statement of Density of Traffic on* **Class I Railways** *for the years 1936-37 and 1937-38.*

Railway.	Year.	Passenger miles per annum (Including Departmental).		Net ton miles per annum (Including Departmental).		Gross ton miles per annum (Including Departmental & weight of engine).		Train miles per running track mile per day (Including Departmental).
		Per running track mile.	Per route mile.	Per running track mile.	Per route mile.	Per running track mile.	Per route mile.	
1	2	3	4	5	6	7	8	9
5′ 6″ Gauge.								
Bengal Nagpur . .	*1936-37*	*282,719*	*312,031*	*934, 335*	*1,083,810*	*3,231,555* (a)	*3,559,386* (a)	*12·9* (a)
	1937-38	310,924	343,161	1,155,233	1,271,979	3,528,207	3,886,132	14·0
Bombay, Baroda and Central India.	*1936-37*	*718,067*	*877,790*	*696,505*	*860,693*	*2,576,064*	*3,149,072*	*10·8*
	1937-38	758,046	924,855	739,369	913,536	2,692,146	3,284,555	11·6
Eastern Bengal . .	*1936-37*	*635,847*	*787,404*	*469,917*	*581,551*	*3,199,852*	*3,690,010*	*18·4*
	1937-38	689,502	853,848	476,863	590,147	3,280,370	4,059,655	19·1
East Indian . .	*1936-37*	*604,103*	*758,170*	*1,109,652*	*1,385,512*	*3,819,853*	*4,762,844*	*15·0*
	1937-38	643,595	808,226	1,237,242	1,545,379	4,055,323	5,058,884	16·0
Great Indian Peninsula.	*1936-37*	*424,216*	*530,640*	*611,966*	*765,492*	*2,740,709*	*3,428,279*	*13·9*
	1937-38	423,430	529,657	664,935	831,749	2,851,043	3,566,293	14·0
Madras and Southern Mahratta.	*1936-37*	*599,866*	*588,582*	*691,274*	*726,700*	*3,270,381*	*3,437,976*	*15·4*
	1937-38	603,481	634,434	762,366	801,434	3,385,675	3,559,180	16·1
Nizam's State . .	*1936-37*	*259,703*	*259,703*	*430,975*	*430,975*	*1,638,716*	*1,638,716*	*7·08*
	1937-38	258,814	258,814	513,607	513,607	1,842,099	1,842,099	7·95
North Western . .	*1936-37*	*412,288*	*470,575*	*397,526*	*453,725*	*1,820,855*	*2,078,276*	*8·98*
	1937-38	427,217	487,614	429,705	490,454	1,936,789	2,210,600	9·54
South Indian . .	*1936-37*	*522,895*	*522,895*	*361,666*	*361,666*	*2,262,670*	*2,262,670*	*15·6*
	1937-38	533,057	533,057	365,062	365,062	2,211,100	2,211,100	16·4
Total 5′ 6″ gauge . .	*1936-37*	*479,025*	*562,338*	*697,291*	*818,564*	*2,770,343*	*3,252,165*	*12·3*
	1937-38	502,741	590,254	772,412	906,866	2,935,332	3,446,289	13·1
3′ 3⅜″ Gauge								
Assam Bengal . .	*1936-37*	*264,424*	*264,424*	*196,776*	*196,776*	*940,966*	*940,966*	*8·84*
	1937-38	285,249	285,785	203,565	203,948	1,055,850	1,057,836	9·70
Bengal and North Western.	*1936-37*	*504,502*	*506,819*	*313,914*	*315,355*	*‡1,251,430*	*‡1,257,176*	*11·6*
	1937-38	555,749	558,286	309,909	311,323	1,260,083	1,265,835	12·0
Bombay, Baroda and Central India.	*1936-37*	*455,746*	*456,382*	*367,230*	*367,833*	*1,366,167*	*1,368,037*	*10·6*
	1937-38	484,402	485,076	380,885	381,082	1,406,692	1,408,613	11·3
Burma	*1936-37*	*214,393*	*235,922*	*285,132*	*313,765*	*1,097,969*	*1,208,225*	*9·24*
	1937-38	†	†	†	†	†	†	†

(a) Represents actual figures of Tare ton miles and Train miles from April to November 1936 and March 1937 and three months figures for December 1935 and January and February 1936—figures for these three months in 1936-37 not being available due to labour unrest.

† Figures not furnished due to separation. ‡ Revised figures.

25.—*Statement of Density of Traffic on Class I Railways for the years 1936-37 and 1937-38*—concld.

Railway.	Year.	Passenger miles per annum. (Including Departmental.)		Net ton miles per annum. (Including Departmental.)		*Gross ton miles* per annum. (Including Departmental and weight of engine).		Train miles per running track mile per day. (Including Departmental.)
		Per running track mile.	Per route mile.	Per running track mile.	Per route mile.	Per running track mile.	Per route mile.	
1	2	3	4	5	6	7	8	9
3′ 3⅜″ GAUGE—*concld.*								
Eastern Bengal .	*1936-37* .	*396,329*	*399,024*	*249,054*	*250,747*	*1,440,143*	*1,449,935*	*11·5*
	1937-38 .	454,119	457,207	246,546	248,222	1,518,213	1,528,536	12·2
Jodhpur . . .	*1936-37* .	*193,849*	*193,849*	*179,270*	*179,270*	*706,450*	*706,450*	*5·64*
	1937-38 .	198,886	198,886	176,299	176,299	703,364	703,364	5·70
Madras and Southern Mahratta.	*1936-37* .	*225,252*	*225,376*	*204,330*	*204,443*	*1,033,071*	*1,033,643*	*9·98*
	1937-38 .	260,282	260,431	217,388	217,512	1,064,412	1,065,020	10·5
Nizam's State . .	*1936-37* .	*270,793*	*278,107*	*138,614*	*142,358*	*677,701*	*696,005*	*6·27*
	1937-38 .	275,234	282,669	150,202	154,259	712,695	731,944	7·00
Rohilkund and Kumaon.	*1936-37* .	*301,451*	*302,065*	*195,205*	*195,602*	*817,521*	*819,185*	*9·32*
	1937-38 .	315,934	316,577	185,811	186,189	841,166	842,879	10·7
South Indian . .	*1936-37* .	*542,577*	*553,581*	*160,462*	*163,720*	*1,180,411*	*1,204,351*	*15·8*
	1937-38 .	584,379	596,239	177,585	181,193	1,277,124	1,303,043	16·6
Total 3′ 3⅜″ Gauge .	*1936 37* .	*354,976*	*361,779*	*248,189*	*252,946*	*1,117,729*	*1,139,151*	*10·3*
	1937-38‡ .	409,238	411,770	246,862	248,389	1,158,635	1,165,806	11·1
2′ 6″ AND 2′ 0″ GAUGES.								
Bengal Nagpur . .	*1936-37* .	*85,274*	*85,274*	*49,474*	*49,474*	(a) *356,726*	(a)*356,726*	(a) *5·25*
	1937-38 .	87,726	87,726	58,402	58,402	376,494	376,494	5·51
Bombay, Baroda and Central India.	*1936-37* .	*126,618*	*126,618*	*29,392*	*29,392*	*187,478*	*187,478*	*5·20*
	1937-38 .	128,158	128,158	29,991	29,991	191,383	191,383	5·35
Eastern Bengal . .	*1936-37* .	*168,091*	*168,091*	*2,029*	*2,029*	*167,520*	*167,520*	*8·44*
	1937-38 .	176,000	176,000	2,013	2,013	197,865	197,865	8·98
Great Indian Peninsula	*1936-37* .	*38,268*	*38,268*	*30,828*	*30,828*	*232,738*	*232,738*	*5·59*
	1937-38 .	54,513	54,513	27,491	27,491	228,097	228,097	5·47
North Western . .	*1936-37* .	*48,655*	*48,655*	*35,043*	*35,043*	*231,312*	*231,312*	*4·39*
	1937-38 .	55,077	55,077	41,237	41,237	259,549	259,549	4·74
South Indian . .	*1936-37* .	*167,997*	*167,997*	*14,348*	*14,348*	*298,694*	*298,694*	*9·49*
	1937-38 .	165,299	165,299	17,224	17,224	285,653	285,653	9·49
Total 2′ 6″ and 2′ 0″ Gauges.	*1936-37* .	*78,011*	*78,011*	*38,229*	*38,229*	*281,379*	*281,379*	*5·20*
	1937-38 .	82,980	82,980	43,838	43,838	298,184	298,184	5·44
Total Class I Railways	*1936-37* .	*413,638*	*456,639*	*502,250*	*554,464*	*2,049,278*	*2,262,320*	*11·2*
	1937-38‡	449,430	496,301	563,357	622,110	2,218,921	2,450,333	12·0

(a) See explanation on page 144.

‡ Exclusive of Burma Railways due to Separation.

26(a).—*Statement of Repairs of Rolling Stock of Class I Railways*

Railway.	Year.	Engines.				Coaching Stock.			
		Average number under or awaiting repairs daily.				Average number under or awaiting repairs daily (in units).			
		In Mechanical Workshops.		In sheds and transportation Workshops.		In Mechanical Workshops.			
		Number.	Percentage of column 3 to average total No. on line.	Number.	Percentage of column 5 to average total No. on line.	Passenger Carriages.	Other Coaching Vehicles.	Percentage of column 7 to average total No. on line.	Percentage of column 8 to average total No. on line.
1	2	3	4	5	6	7	8	9	10
5′ 6″ Gauge.									
Bengal-Nagpur	*1936-37*	*(b)40*	*(b)6·08*	*(b)95*	*(b)14·3*	*92*	*41*	*11·7*	*15·4*
	1937-38	37	5·65	111	16·9	67	29	8·72	11·6
Bombay, Baroda and Central India	*1936-37*	*16*	*4·50*	*43*	*11·9*	*81*	*22*	*14·3*	*10·9*
	1937-38	17	4·81	46	12·7	70	15	12·6	6·91
Eastern Bengal	*1936-37*	*24*	*8·16*	*38*	*12·8*	*98*	*53*	*13·8*	*17·7*
	1937-38	18	6·10	29	10·0	88	35	12·0	11·2
East Indian	*1936-37*	*61*	*3·87*	*186*	*11·8*	*147*	*21*	*5·84*	*3·23*
	1937-38	74	4·74	186	11·9	155	30	6·19	4·69
Great Indian Peninsula — Steam	*1936-37*	*28*	*3·98*	*104*	*14·8*	*70*	*27*	*6·20*	*5·07*
	1937-38	24	3·40	110	16·3	74	22	6·65	4·33
Great Indian Peninsula — Electric*	*1936-37*	*4*	*6·15*	*6*	*9·23*				
	1937-38	2	3·08	6	9·23				
Madras and Southern Mahratta	*1936-37*	*35*	*11·4*	*38*	*12·6*	*54*	*14*	*7·98*	*6·15*
	1937-38	27	8·97	40	13·4	50	17	7·79	7·00
Nizam's State	*1936-37*	*7*	*8·33*	*6*	*7·14*	*8*	*2*	*6·84*	*5·85*
	1937-38	6	7·14	6	7·14	8	1	7·14	3·13
North Western	*1936-37*	*76*	*6·25*	*144*	*11·8*	*220*	*75*	*9·26*	*8·10*
	1937-38	84	7·02	162	13·6	218	81	9·48	8·81
South Indian	*1936-37*	*8*	*5·42*	*20*	*12·8*	*20*	*5*	*6·25*	*4·67*
	1937-38	9	5·92	14	9·34	13	5	4·04	4·17
Total 5′ 6″ gauge — Steam	*1936-37*	*295*	*5·49*	*674*	*12·5*	*790*	*260*	*8·58*	*8·09*
	1937-38	296	5·61	704	13·3	743	235	8·17	7·36
Total 5′ 6″ gauge — Electric*	*1936-37*	*4*	*6·15*	*6*	*9·23*				
	1937-38	2	3·08	6	9·23				
3′ 3⅜″ Gauge.									
Assam-Bengal	*1936-37*	*8*	*3·86*	*18*	*8·70*	*61*	*22*	*10·1*	*6·02*
	1937-38	8	3·94	15	7·39	45	14	7·44	5·80
Bengal and North-Western	*1936-37*	*8*	*2·22*	*16*	*4·43*	*69*	*2*	*5·32*	*3·70*
	1937-38	8	2·09	16	4·18	64	2	5·04	3·08
Bombay, Baroda and Central India	*1936-37*	*20*	*4·32*	*45*	*10·1*	*82*	*13*	*6·98*	*6·95*
	1937-38	21	4·67	53	11·4	74	7	6·20	3·63
Burma	*1936-37*	*12*	*3·33*	*21*	*5·47*	*30*	*2*	*4·21*	*1·18*
	1937-38	‡	‡	‡	‡	‡	‡	‡	‡

* Excluding Electric multiple unit suburban trains.

(b) Represents actual figures from April to November 1936 and March 1937 and three months figures for December 1935 and January and February 1936—figures for these three months in 1936-37 not being available due to labour unrest.

‡ Information not furnished due to separation.

or the years 1936-37 and 1937-38.

Coaching Stock.				Goods Stock.				Hot Boxes average Number (Monthly).				Railway.
Average number under or awaiting repairs daily (in units).				Average number of unserviceable Wagons daily (in terms of 4-wheelers.				Coaching.		Goods.		
In Sick lines and transportation workshops.				In Mechanical Workshops.		In Sick lines and transportation Workshops.						
Passenger carriages.	Other Coaching Vehicles.	Percentage of column 11 to average total No. on line.	Percentage of column 12 to average total No. on line.	Number.	Percentage of column 15 to average total No. on line daily.	Number.	Percentage of column 17 to average total No. on line daily.	Number.	Per 10,000,000 Vehicle miles.	Number.	Per 1,000,000 Wagon miles.	
11	12	13	14	15	16	17	18	19	20	21	22	23
												5′ 6″ Gauge.
(b)32	*(b)17*	*(b)4·06*	*(b)5·25*	*(b)747*	*(b)3·47*	*(b)1,520*	*(b)7·06*	*(b)2*	*(b)1·99*	*(b)196*	*(b)7·67*	Bengal-Nagpur.
29	21	3·79	6·49	364	1·68	1,157	5·36	1	1·78	252	8·80	
4	*3*	*0·74*	*1·40*	*211*	*2·26*	*291*	*3·12*	*2*	*3·05*	*33*	*3·19*	Bombay, Baroda and Central India.
6	2	0·95	0·81	176	1·90	315	3·43	1	1·64	46	4·05	
4	*3*	*0·53*	*0·86*	*65*	*0·86*	*808*	*10·7*	*1*	*1·46*	*28*	*3·95*	Eastern Bengal.
4	3	0·52	0·86	66	0·86	665	8·60	1	1·70	51	6·88	
78	*15*	*3·10*	*2·30*	*200*	*0·60*	*5,772*	*12·0*	*17*	*7·41*	*501*	*8·85*	East Indian.
69	18	2·76	2·81	†248	†0·53	†1,892	†4·02	18	7·41	641	10·3	
48	*29*	*4·28*	*5·49*	*207*	*1·11*	*664*	*3·57*	*6*	*4·20*	*129*	*4·59*	Steam.
42	21	3·73	4·11	128	0·72	708	4·00	6	3·77	167	5·71	Great Indian Peninsula.
												*Electric.
5	*1*	*0·74*	*0·40*	*68*	*1·06*	*226*	*3·53*	*2*	*4·20*	*35*	*3·71*	Madras and Southern Mahratta.
6	1	0·86	0·54	49	0·82	268	4·46	4	8·65	37	3·47	
3	..	*2·77*	*(a) 1·18*	*14*	*0·69*	*68*	*3·36*	*1*	*11·9*	*11*	*3·90*	Nizam's State.
2	..	1·90	(a) 0·56	15	0·75	66	3·31	2	19·4	13	3·80	
90	*24*	*3·77*	*2·54*	*462*	*1·64*	*2,220*	*7·90*	*11*	*5·03*	*172*	*5·42*	North Western.
108	24	4·70	2·60	446	1·62	1,493	5·41	14	6·20	166	4·82	
9	*2*	*2·96*	*1·92*	*22*	*1·02*	*54*	*2·50*	..	*(a)0·28*	*4*	*1·45*	South Indian.
7	1	2·16	0·66	20	0·91	119	5·42	..	(a)1·09	5	1·85	
273	*94*	*2·97*	*2·92*	*2,086*	*1·45*	*11,623*	*8·08*	*42*		*1,109*		Steam.
273	91	3·00	2·85	1,512	1·07	6,683	4·74	47		1,378		Total 5′ 6″ Gauge.
												*Electric.
												3′ 3½″ Gauge.
1	..	*0·18*	*(a) 0·22*	*57*	*1·02*	*53*	*0·94*	*8*	*19·0*	*46*	*9·00*	Assam-Bengal.
2	..	0·37	(a) 0·34	58	1·05	64	1·15	11	25·0	46	9·00	
2	*Nil*	*0·15*	*Nil*	*113*	*0·94*	*120*	*0·99*	*3*	*3·66*	*15*	*1·31*	Bengal and North Western.
1	Nil	0·08	Nil	116	0·94	143	1·16	3	3·28	10	0·82	
15	*1*	*1·28*	*0·63*	*60*	*0·59*	*225*	*2·24*	*29*	*39·7*	*319*	*25·8*	Bombay Baroda and Central India.
17	3	1·44	1·34	76	0·75	264	2·61	38	50·2	200	15·5	
18	*3*	*2·49*	*1·76*	*40*	*0·43*	*192*	*2·05*	*1*	*0·94*	*9*	*0·97*	Burma.
‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	

(*a*) The presence of this figure in the absence of the figure of which it is a percentage is due to the latter being less than half.
(*b*) See remarks on page 146.
† Exclude un-economical types of wagons earmarked either for scrapping or reconditioning into open wagons.
‡ Information not furnished due to separation.

26 (a).—*Statement of Repairs of Rolling Stock of* **Class I Railways**

Railway.	Year.	Engines.				Coaching Stock.			
		Average number under or awaiting repairs daily.				Average number under or awaiting repairs daily (in units).			
		In Mechanical Workshops.		In sheds and transportation Workshops.		In Mechanical Workshops.			
		Number.	Percentage of column 3 to average total No. on line.	Number.	Percentage of column 5 to average total No. on line.	Passenger Carriages.	Other Coaching Vehicles.	Percentage of column 7 to average total No. on line.	Percentage of column 8 to average total No. on line.
1	2	3	4	5	6	7	8	9	10
3′ 3⅜″ Gauge—*concld.*									
Eastern Bengal	*1936-37*	*5*	*2·54*	*37*	*17·7*	*52*	*11*	*7·71*	*4·51*
	1937-38	6	3·00	34	16·4	52	16	7·79	6·06
Jodhpur	*1936-37*	*4*	*3·85*	*5*	*4·81*	*25*	*3*	*9·73*	*11·5*
	1937-38	3	2·80	5	4·67	26	4	9·96	14·8
Madras and Southern Mahratta	*1936-37*	*22*	*6·29*	*39*	*11·1*	*73*	*11*	*8·55*	*5·31*
	1937-38	19	5·43	34	9·93	67	11	8·20	5·46
Nizam's State	*1936-37*	*5*	*5·75*	*3*	*3·45*	*10*	*1*	*7·14*	*6·25*
	1937-38	5	5·75	4	4·60	8	1	6·30	6·25
Rohilkund and Kumaun	*1936-37*	*3*	*4·08*	*3*	*3·14*	*10*	*3*	*4·49*	*8·64*
	1937-38	3	3·66	2	2·91	9	3	3·89	8·24
South Indian—Steam	*1936-37*	*15*	*3·90*	*45*	*11·7*	*73*	*6*	*5·92*	*4·32*
	1937-38	14	3·76	37	9·56	46	5	3·67	3·57
South Indian—Electric*	*1936-37*	*Nil*	*Nil*	*Nil*	*Nil*				
	1937-38	Nil	Nil	Nil	Nil				
Total 3′ 3⅜″ Gauge—Steam	*1936-37*	*102*	*3·85*	*232*	*8·76*	*485*	*74*	*6.76*	*6·06*
	1937-38	87	3·82	200	8·78	391	63	6·10	5·86
Total 3′ 3⅜″ Gauge—Electric*	*1936-37*	*Nil*	*Nil*	*Nil*	*Nil*				
	1937-38	Nil	Nil	Nil	Nil				
2′ 6″ and 2′ 0″ Gauges.									
Bengal-Nagpur	*1936-37*	*(b)8*	*(b)6·99*	*(b)14*	*(b)12·4*	*(b)19*	*1*	*5·09*	*3·80*
	1937-38	12	10.4	15	13·4	17	2	4·63	8·96
Bombay, Baroda and Central India	*1936-37*	*1*	*3·91*	*3*	*11·7*	*1*	*1*	*0·59*	*7·69*
	1937-38	1	5·32	3	12·6	1	Nil	1·88	Nil
Eastern Bengal	*1936-37*	*1*	*7·40*	*2*	*17·7*	*3*	*Nil*	*5·45*	*Nil*
	1937-38	1	5·95	2	19·9	3	Nil	5·28	Nil
Great Indian Peninsula	*1936-37*	*1*	*4·55*	*4*	*18·2*	*2*	*Nil*	*4·08*	*Nil*
	1937-38	1	4·76	4	19·0	3	Nil	6·25	Nil
North Western	*1936-37*	*4*	*3·88*	*14*	*14·0*	*34*	*7*	*11·7*	*12·1*
	1937-38	7	7·27	13	12·8	24	6	8·33	10·0
South Indian	*1936-37*	*1*	*4·55*	*1*	*7·64*	*Nil*	*Nil*	*Nil*	*Nil*
	1937-38	1	4·55	1	12·1	Nil	Nil	Nil	Nil
Total 2′ 6″ and 2′ 0″ Gauges	*1936-37*	*16*	*5·71*	*38*	*13·6*	*59*	*9*	*6·79*	*10·6*
	1937-38	23	8·30	38	13·7	48	8	5·56	9·30
Total Class I Railways—Steam	*1936-37*	*413*	*4·97*	*944*	*11·4*	*1,334*	*343*	*7·73*	*7·59*
	1937-38	406	5·18	942	12·0	1,182	306	7·22	7·02
Total Class I Railways—Electric*	*1936-37*	*4*	*6·15*	*6*	*9·23*				
	1937-38	2	3·08	6	9·23				

* Excluding electric multiple unit suburban trains.

(*b*) See remarks on page 146.

for the years 1936-37 and 1937-38—concld.

Coaching Stock.				Goods Stock.				Hot Boxes. Average number (Monthly).				Railway.
Average number under or awaiting repairs daily (in units).				Average number of unserviceable wagons daily (in terms of 4-wheelers).				Coaching.		Goods.		
In Sick lines and transportation Workshops.				In Mechanical Workshops.		In Sick lines and transportation Workshops.						
Passenger carriages.	Other Coaching Vehicles.	Percentage of column 11 to average total No. on line.	Percentage of column 12 to average total No. on line.	Number.	Percentage of column 15 to average total No. on line daily.	Number.	Percentage of column 17 to average total No. on line daily.	Number.	Per 10,000,000 vehicle miles.	Number.	Per 1,000,000 wagon miles.	
11	12	13	14	15	16	17	18	19	20	21	22	23
												3′ 3⅜″ Gauge—*concld.*
9	*4*	*1·31*	*1·74*	*44*	*0·64*	*582*	*8·52*	*3*	*6·76*	*5*	*0·86*	Eastern Bengal.
7	3	1·00	0·99	41	0·61	265	3·94	2	2·82	3	0·52	
1	..	*0·38*	*(a) 0·39*	*50*	*1·85*	*10*	*0·37*	*2*	*11·0*	*14*	*4·00*	Jodhpur.
1	..	0·27	(a) 0·44	60	2·15	15	0·54	1	4·00	11	3·00	
9	*2*	*0·91*	*0·94*	*35*	*0·45*	*111*	*1·43*	*10*	*20·2*	*60*	*7·38*	Madras and Southern Mahratta.
7	1	0·94	0·64	47	0·62	181	2·44	13	24·6	60	7·34	
4	..	*2·83*	*(a) 1·94*	*8*	*0·61*	*28*	*2·14*	*2*	*13·7*	*4*	*2·45*	Nizam's State.
2	..	1·90	(a) 1·62	8	0·64	34	2·71	2	13·4	4	2·45	
Nil	*Nil*	*Nil*	*Nil*	*15*	*0·58*	*18*	*0·71*	*9*	*5·48*	*87*	*4·11*	Rohilkund and Kumaon.
Nil	Nil	Nil	Nil	8	0·30	21	0·79	27	15·5	80	3·35	
17	*2*	*1·35*	*1·42*	*127*	*1·84*	*208*	*3·02*	..	*(a)0·10*	*5*	*0·74*	South Indian. Steam
17	2	1·33	1·74	46	0·69	111	1·67	..	(a)0·28	4	0·64	South Indian. *Electric
76	*12*	*1·06*	*0·98*	*549*	*0·84*	*1,547*	*2·38*	*67*		*564*		Total 3′ 3⅜″ Gauge. Steam
54	9	0·84	0·84	460	0·83	1,098	1·98	97		418		Total 3′ 3⅜″ Gauge. *Electric
									(a) (b)			2′ 6″ and 2′ 0″ Gauges.
( )16	(b)4	(b)4·20	(b)10·1	(b)17	(b)0.46	(b)220	(b)5·89	..	0·95	(b)6	(b)3·46	Bengal-Nagpur.
12	5	3·32	12·9	18	0·48	252	6·79	Nil	Nil	1	0·74	
7	*Nil*	*9·46*	*Nil*	*Nil*	*Nil*	*17*	*3·39*	*Nil*	*Nil*	*Nil*	*Nil*	Bombay, Baroda and Central India.
4	Nil	5·40	Nil	2	0·40	13	2·56	Nil	Nil	1	6·61	
..	*Nil*	*(a) 0·02*	*Nil*	..	*(a)1·96*	..	*(a)0·78*	*Nil*	*Nil*	*Nil*	*Nil*	Eastern Bengal.
1	Nil	1·52	Nil	..	(a) 1·06	Nil	Nil	Nil	Nil	Nil	Nil	
2	*Nil*	*3·31*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	Great Indian Peninsula.
1	Nil	2·83	Nil	15	3·78	Nil	Nil	Nil	Nil	Nil	Nil	
4	*1*	*1·46*	*2·52*	*12*	*0·98*	*37*	*3·02*	..	*(a)4·47*	*2*	*2·63*	North Western.
6	2	2·19	3·30	13	1·06	38	3·09	..	(a)2·10	1	1·36	
1	*Nil*	*3·03*	*Nil*	*Nil*	*Nil*	*1*	*0·64*	*Nil*	*Nil*	..	*(a)1·40*	South Indian.
2	Nil	4·50	Nil	Nil	Nil	2	1·28	Nil	Nil	..	(a)1·20	
30	*5*	*3·45*	*5·88*	*29*	*0·48*	*275*	*4·54*	..		*8*		Total 2′ 6″ and 2′ 0″ Gauges.
26	7	3·01	8·14	48	0·80	305	5·05	..		3		
379	*111*	*2·20*	*2·45*	*2,664*	*1·24*	*13,445*	*6·25*	*109*		*1,681*		Total Class I Railways. Steam
353	107	2·16	2·46	2,020	1·00	8,086	3·99	144		1,799		Total Class I Railways. Electric*

(*a*) The presence of this figure in the absence of the figure of which it is a percentage is due to the latter being less than half.
(*b*) See remarks on page 146.

26 (b).—Statement of cost of Repairs and Maintenance of Rolling Stock of

Railway.	Cost per equated engine mile.*		
	Mechanical workshops.	Transportation workshops.	Total.
1	2	3	4
5′ 6″ Gauge.	As.	As.	As.
Bengal Nagpur	1·43	0·96	2·39
Bombay, Baroda & Central India	1·47	1·36	2·83
Eastern Bengal	1·84	0·85	2·69
East Indian	1·66	1·18	2·84
Great Indian Peninsula	1·73	1·05	2·78
Madras and Southern Mahratta	2·15	1·16	3·31
Nizam's State	1·25	0·80	2·05
North Western	1·59	1·33	2·92
South Indian	1·42	0·89	2·31
Averages			2·72
3′ 3⅜″ Gauge.			
Assam Bengal	1·63	1·09	2·72
Bengal and North Western	1·06	1·31	2·37
Bombay, Baroda & Central India	3·21	1·80	5·01
Eastern Bengal	1·60	0·96	2·56
Jodhpur	1·59	1·96	3·55
Madras and Southern Mahratta	2·02	1·16	3·18
Nizam's State	1·76	0·99	2·75
Rohilkund and Kumaon	1·18	1·28	2·46
South Indian	1·73	1·32	3·05
Averages			3·20

* Cost per equated engine mile = cost per engine mile × $\frac{20{,}000}{\text{Average Tractive Effort per engine.}}$

Class I Railways for the year 1937-38.

Cost per carriage on line (in terms of 4-wheelers).			Cost per wagon on line (in terms of 4-wheelers).			Railway.
Mechanical workshops.	Transportation workshops.	Total.	Mechanical workshops.	Transportation workshops.	Total	
5	6	7	8	9	10	11
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	5′ 6″ Gauge.
658·1	136·2	794·3	102·0	56·0	158·0	Bengal Nagpur.
841·1	147·2	988·3	80·0	47·9	127·9	Bombay, Baroda Central India.
587·4	84·8	672·2	84·2	24·1	108·3	Eastern Bengal.
586·2	83·1	669·3	78·7	35·5	114·2	East Indian.
799·9	191·9	991·8	64·3	48·1	112·4	Great Indian Peninsula.
580·9	85·9	666·8	88·6	15·6	104·2	Madras and Southern Mahratta.
527·2	87·2	614·4	57·7	27·2	84·9	Nizam's State.
516·5	65·2	581·7	84·5	33·8	118·3	North-Western.
246·4	40·4	286·8	74·1	—1·88	72·2	South Indian.
		707·8			120·6	Averages.
						3′ 3⅜″ Gauge.
333·6	31·1	364·7	50·7	10·0	60·7	Assam Bengal.
159·9	78·9	238·8	21·5	18·8	40·3	Bengal and North Western.
373·5	77·7	451·2	44·6	23·7	68·3	Bombay, Baroda & Central India.
459·4	64·2	523·6	43·3	16·5	59·8	Eastern Bengal.
395·4	32·4	427·8	42·1	6·79	48·9	Jodhpur.
286·7	43·6	330·3	33·0	9·18	42·2	Madras and Southern Mahratta.
407·3	53·3	460·6	51·2	23·9	75·1	Nizam's State
210·1	44·6	254·8	15·0	6·47	21·4	Rohilkund and Kumaon.
163·2	33·2	196·4	18·1	3·01	21·1	South Indian.
		341·6			47·7	Averages.

27 (a).—*Statement of coal consumed on Class I Railways*

Railway.	Year.	Fuel consumed by locomotives (Tons).					Fuel consumed for pumping engines,	
		Foreign coal.	Indian coal.	Wood.	Oil fuel.	* Total (in terms of coal).	Foreign coal.	Indian coal.
1	2	3	4	5	6	7	8	9
5′ 6″ Gauge.								
Bengal Nagpur	*1936-37*	*Nil*	*769,519*	*Nil*	*Nil*	*769,519*	*Nil*	*114,915*
	1937-38	Nil	882,374	Nil	Nil	882,374	Nil	109,674
Bombay, Baroda and Central India.	*1936-37*	*Nil*	*285,269*	*3,290*	*Nil*	*286,585*	*Nil*	*16,968*
	1937-38	Nil	326,497	3,525	52	328,001	Nil	18,737
Eastern Bengal	*1936-37*	*Nil*	*305,272*	*Nil*	*Nil*	*305,272*	*Nil*	*63,993*
	1937-38	Nil	303,136	Nil	Nil	303,136	Nil	67,616
East Indian	*1936-37*	*Nil*	*1,424,793*	*412*	*Nil*	*1,424,958*	*Nil*	*156,578*
	1937-38	Nil	1,562,671	578	Nil	1,562,902	Nil	168,329
Great Indian Peninsula	*1936-37*	*Nil*	*839,426*	*217*	*Nil*	*839,513*	*Nil*	*97,708*
	1937-38	Nil	885,480	275	Nil	885,590	Nil	101,327
Madras and Southern Mahratta	*1936-37*	*Nil*	*301,109*	*2*	*144*	*301,371*	*Nil*	*14,742*
	1937-38	Nil	322,051	1	200	322,416	Nil	14,733
Nizam's State	*1936-37*	*Nil*	*85,666*	*131*	*Nil*	*85,718*	*Nil*	*3,398*
	1937-38	Nil	93,160	149	Nil	93,220	Nil	3,598
North Western	*1936-37*	*Nil*	*910,993*	*Nil*	*48,970*	*1,000,029*	*26*	*94,048*
	1937-38	Nil	1,027,034	Nil	51,636	1,120,918	1	95,360
South Indian	*1936-37*	*Nil*	*103,097*	*196*	*Nil*	*103,175*	*Nil*	*1,561*
	1937-38	Nil	114,574	209	Nil	114,657	Nil	1,636
Total 5′ 6″ Gauge	*1936-37*	*Nil*	*5,025,144*	*4,248*	*49,114*	*5,116,140*	*26*	*563,911*
	1937-38	Nil	5,516,977	4,737	51,888	5,613,214	1	581,010
3′ 3¼″ Gauge.								
Assam Bengal	*1936-37*	*Nil*	*100,481*	*Nil*	*Nil*	*100,481*	*Nil*	*13,080*
	1937-38	Nil	111,350	Nil	Nil	111,350	Nil	11,182
Bengal and North Western	*1936-37*	*Nil*	*195,780*	*Nil*	*Nil*	*195,780*	*Nil*	*52,943*
	1937-38	Nil	208,772	Nil	Nil	208,772	Nil	58,298
Bombay, Baroda and Central India.	*1936-37*	*Nil*	*231,304*	*3,220*	*Nil*	*232,592*	*Nil*	*19,010*
	1937-38	Nil	257,697	3,337	Nil	259,032	Nil	20,261
Burma	*1936-37*	*Nil*	*179,721*	*11,728*	*Nil*	*184,412*	*Nil*	*8,976*
	1937-38	(a)	(a)	(a)	(a)	(a)	(a)	(a)

(a) Figures not furnished due to separation.

* 2½ tons of wood = 0·55 ton of oil fuel.

during the years 1936-37 and 1937-38.

ALL OTHER PURPOSES SUCH AS FOR WORKSHOPS, STEAMERS, ETC. (TONS.)			TOTAL FUEL CONSUMED (TONS).					Railway.
Wood.	Oil fuel.	* Total (in terms of coal).	Foreign coal.	Indian coal.	Wood.	* Oil fuel.	* Total (in terms of coal).	
10	11	12	13	14	15	16	17	18
								5′ 6″ GAUGE.
Nil	*Nil*	*114,915*	*Nil*	*884,434*	*Nil*	*Nil*	*884,434*	Bengal Nagpur.
Nil	Nil	109,674	Nil	992,048	Nil	Nil	992,048	
1,078	*Nil*	*17,399*	*Nil*	*302,237*	*4,368*	*Nil*	*303,984*	Bombay, Baroda and Central India.
970	Nil	19,125	Nil	345,234	4,495	52	347,126	
Nil	*Nil*	*63,993*	*Nil*	*369,265*	*Nil*	*Nil*	*369,265*	Eastern Bengal.
Nil	Nil	67,616	Nil	370,752	Nil	Nil	370,752	
1,084	*867*	*158,588*	*Nil*	*1,581,371*	*1,496*	*867*	*1,583,546*	East Indian.
1,210	955	170,549	Nil	1,731,000	1,788	955	1,733,451	
Nil	*421*	*98,473*	*Nil*	*937,134*	*217*	*421*	*937,986*	Great Indian Peninsula.
Nil	176	101,647	Nil	986,807	275	176	987,237	
21	*634*	*15,903*	*Nil*	*315,851*	*23*	*778*	*317,274*	Madras and Southern Mahratta.
16	670	15,957	Nil	336,784	17	870	338,373	
17	*Nil*	*3,405*	*Nil*	*89,064*	*148*	*Nil*	*89,123*	Nizam's State.
20	Nil	3,606	Nil	96,758	169	Nil	96,826	
Nil	*5,765*	*104,561*	*26*	*1,005,041*	*Nil*	*54,735*	*1,104,590*	North Western.
Nil	6,303	106,821	1	1,122,394	Nil	57,939	1,227,739	
Nil	*Nil*	*1,561*	*Nil*	*104,658*	*196*	*Nil*	*104,736*	South Indian.
Nil	Nil	1,636	Nil	116,210	209	Nil	116,293	
2,200	*7,687*	*578,798*	*26*	*5,589,055*	*6,448*	*56,801*	*5,694,938*	Total 5′ 6″ Gauge.
2,216	8,104	596,631	1	6,097,987	6,953	59,992	6,209,845	
								3′ 3¼″ GAUGE.
Nil	*310*	*13,643*	*Nil*	*113,561*	*Nil*	*310*	*114,124*	Assam Bengal.
Nil	356	11,829	Nil	122,532	Nil	356	123,179	
Nil	*Nil*	*52,943*	*Nil*	*248,723*	*Nil*	*Nil*	*248,723*	Bengal and North Western.
Nil	Nil	58,298	Nil	267,070	Nil	Nil	267,070	
240	*Nil*	*19,106*	*Nil*	*250,314*	*3,460*	*Nil*	*251,698*	Bombay, Baroda and Central India.
218	Nil	20,349	Nil	277,958	3,555	Nil	279,381	
6,729	*Nil*	*11,668*	*Nil*	*188,697*	*18,457*	*Nil*	*196,080*	Burma.
(a)	(a)	(a)	(a)	(a)	(a)	(a)	(a)	

1 ton of coal.
1 ton of coal.

27 (a).—*Statement of coal consumed on Class I Railways*

Railway.	Year.	Fuel consumed by locomotives (Tons).					Fuel consumed for pumping engines,	
		Foreign coal.	Indian coal.	Wood.	Oil fuel.	* Total (in terms of coal).	Foreign coal.	Indian coal.
1	2	3	4	5	6	7	8	9
3′ 3⅜″ Gauge—*concld.*								
Eastern Bengal	*1936-37*	*Nil*	*132,509*	*Nil*	*Nil*	*132,509*	*Nil*	*29,564*
	1937-38	Nil	139,459	Nil	Nil	139,459	Nil	32,731
Jodhpur	*1936-37*	*Nil*	*55,050*	*258*	*Nil*	*55,153*	*Nil*	*3,973*
	1937-38	Nil	57,725	252	Nil	57,826	Nil	4,018
Madras and Southern Mahratta	*1936-37*	*Nil*	*188,837*	*Nil*	*9*	*188,854*	*Nil*	*11,377*
	1937-38	Nil	199,440	Nil	8	199,454	Nil	10,457
Nizam's State	*1936-37*	*Nil*	*†48,182*	*85*	*Nil*	*†48,216*	*Nil*	*1,907*
	1937-38	Nil	51,765	128	Nil	51,816	Nil	2,374
Rohilkund and Kumaon	*1936-37*	*Nil*	*40,680*	*Nil*	*Nil*	*40,680*	*Nil*	*6,212*
	1937-38	Nil	47,469	Nil	Nil	47,469	Nil	7,353
South Indian	*1936-37*	*Nil*	*167,923*	*399*	*Nil*	*168,083*	*Nil*	*13,370*
	1937-38	Nil	178,056	421	Nil	178,224	Nil	12,450
Total 3′ 3⅜″ Gauge	*1936-37*	*Nil*	*†1,340,467*	*15,690*	*9*	*†1,346,760*	*Nil*	*160,412*
	1937-38	Nil	1,251,733	4,138	8	1,253,402	Nil	159,124
2′ 6″ and 2′ 0″ Gauges.								
Bengal Nagpur	*1936-37*	*Nil*	*63,139*	*Nil*	*Nil*	*63,139*	*Nil*	*10,160*
	1937-38	Nil	68,906	Nil	Nil	68,906	Nil	9,822
Bombay, Baroda and Central India.	*1936-37*	*Nil*	*8,824*	*155*	*Nil*	*8,886*	*Nil*	*6*
	1937-38	Nil	9,500	150	Nil	9,560	Nil	6
Eastern Bengal	*1936-37*	*Nil*	*1,738*	*Nil*	*Nil*	*1,738*	*Nil*	*189*
	1937-38	Nil	1,920	Nil	Nil	1,920	Nil	174
Great Indian Peninsula	*1936-37*	*Nil*	*12,242*	*Nil*	*36*	*12,307*	*Nil*	*510*
	1937-38	Nil	13,535	Nil	23	13,577	Nil	521
North-Western	*1936-37*	*Nil*	*35,950*	*Nil*	*Nil*	*35,950*	*Nil*	*3,295*
	1937-38	Nil	39,540	Nil	Nil	39,540	Nil	3,462
South Indian	*1936-37*	*Nil*	*3,674*	*6*	*Nil*	*3,676*	*Nil*	*22*
	1937-38	Nil	4,014	8	Nil	4,017	Nil	24
Total 2′ 6″ & 2′ 0″ Gauges	*1936-37*	*Nil*	*125,567*	*161*	*36*	*125,696*	*Nil*	*14,182*
	1937-38	Nil	137,415	158	23	137,520	Nil	14,009
Total Class I Railways	*1936-37*	*Nil*	*†6,491,178*	*20,099*	*49,159*	*†6,588,596*	26	*738,505*
	1937-38	Nil	6,906,125	9,033	51,919	7,004,136	1	754,143

* 2⅛ tons of wood = 0·55 ton of oil fuel =

†Revised figures.

during the years 1936-37 and 1937-38—contd.

ALL OTHER PURPOSES SUCH AS FOR WORKSHOPS, STEAMERS, ETC. (TONS).			TOTAL FUEL CONSUMED (TONS).					Railway.
Wood.	Oil fuel.	* Total (in terms of coal).	Foreign coal.	Indian coal.	Wood.	Oil fuel.	* Total (in terms of coal).	
10	11	12	13	14	15	16	17	18
								3′ 3⅜″ GAUGE—*concld.*
Nil	*Nil*	*29,564*	*Nil*	*162,073*	*Nil*	*Nil*	*162,073*	Eastern Bengal.
Nil	Nil	32,731	Nil	172,190	Nil	Nil	172,190	
Nil	*Nil*	*3,973*	*Nil*	*59,023*	*258*	*Nil*	*59,126*	Jodhpur.
Nil	Nil	4,018	Nil	61,743	252	Nil	61,844	
Nil	*812*	*12,853*	*Nil*	*200,214*	*Nil*	*821*	*201,707*	Madras and Southern Mahratta.
Nil	857	12,016	Nil	209,897	Nil	865	211,470	
11	*Nil*	*1,911*	*Nil*	*†50,089*	*96*	*Nil*	*†50,127*	Nizam's State.
10	Nil	2,378	Nil	54,139	138	Nil	54,194	
Nil	*Nil*	*6,212*	*Nil*	*46,892*	*Nil*	*Nil*	*46,892*	Rohilkund and Kumaon.
Nil	Nil	7,353	Nil	54,822	Nil	Nil	54,822	
Nil	*2,215*	*17,396*	*Nil*	*181,293*	*399*	*2,215*	*185,479*	South Indian.
Nil	2,320	16,668	Nil	190,506	421	2,320	194,892	
6,980	*3,337*	*169,269*	*Nil*	*†1,500,879*	*22,670*	*3,346*	*†1,516,029*	Total 3′ 3⅜″ Gauge.
228	3,533	165,640	Nil	1,410,857	4,366	3,541	1,419,042	
								2′ 6″ AND 2′ 0″ GAUGES.
Nil	*Nil*	*10,160*	*Nil*	*73,299*	*Nil*	*Nil*	*73,299*	Bengal Nagpur.
Nil	Nil	9,822	Nil	78,728	Nil	Nil	78,728	
Nil	*Nil*	*6*	*Nil*	*8,830*	*155*	*Nil*	*8,892*	Bombay, Baroda and Central India.
Nil	Nil	6	Nil	9,506	150	Nil	9,566	
Nil	*Nil*	*189*	*Nil*	*1,927*	*Nil*	*Nil*	*1,927*	Eastern Bengal.
Nil	Nil	174	Nil	2,094	Nil	Nil	2,094	
Nil	*12*	*532*	*Nil*	*12,752*	*Nil*	*48*	*12,839*	Great Indian Peninsula.
Nil	4	528	Nil	14,056	Nil	27	14,105	
Nil	*Nil*	*3,295*	*Nil*	*39,245*	*Nil*	*Nil*	*39,245*	North Western.
Nil	Nil	3,462	Nil	43,002	Nil	Nil	43,002	
Nil	*Nil*	*22*	*Nil*	*3,695*	*6*	*Nil*	*3,698*	South Indian.
Nil	Nil	24	Nil	4,038	8	Nil	4,041	
Nil	*12*	*14,204*	*Nil*	*139,748*	*161*	*48*	*139,900*	Total 2′ 6″ & 2′ 0″ Gauges.
Nil	4	14,016	Nil	151,424	158	27	151,536	
9,180	*11,036*	*762,271*	*26*	*†7,229,682*	*29,279*	*60,195*	*†7,350,867*	TOTAL CLASS I RAILWAYS.
2,444	11,641	776,287	1	7,660,268	11,477	63,560	7,780,423	

1 ton of coal.
† 1 ton of coal.

27 (a).—Statement of Coal consumed on Class I Railways during the years 1936-37 and 1937-38 —contd.

Railway.	Year.	Average cost per ton (at pit's mouth or station of supply).				Average cost per ton including freight, both sea and rail.			
		Foreign coal.	Indian coal.	Wood.	Oil fuel.	Foreign coal.	Indian coal.	Wood.	Oil fuel.
19	20	21	22	23	24	25	26	27	28
		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
5' 6" Gauge.									
Bengal Nagpur	*1936-37*	*Nil*	*3·02*	*Nil*	*Nil*	*Nil*	*5·45*	*Nil*	*Nil*
	1937-38	Nil	2·56	Nil	Nil	Nil	5·20	Nil	Nil
Bombay, Baroda and Central India	*1936-37*	*Nil*	*2·91*	*3·49*	*Nil*	*Nil*	*13·2*	*5·19*	*Nil*
	1937-38	Nil	2·67	3·69	51·0	Nil	12·8	5·38	51·1
Eastern Bengal	*1936-37*	*Nil*	*2·50*	*Nil*	*Nil*	*Nil*	*6·98*	*Nil*	*Nil*
	1937-38	Nil	2·80	Nil	Nil	Nil	7·17	Nil	Nil
East Indian	*1936-37*	*Nil*	*2·84*	*11·9*	*87·0*	*Nil*	*6·27*	*12·0*	*87·5*
	1937-38	Nil	3·46	12·6	79·4	Nil	6·98	12·6	79·5
Great Indian Peninsula	*1936-37*	*Nil*	*3·68*	*6·00*	*42·3*	*Nil*	*9·04*	*6·00*	*43·1*
	1937-38	Nil	3·63	6·79	36·1	Nil	8·96	6·79	42·2
Madras and Southern Mahratta	*1936-37*	*Nil*	*4·28*	*Nil*	*53·8*	*Nil*	*12·5*	*Nil*	*55·2*
	1937-38	Nil	3·90	Nil	60·1	Nil	12·5	Nil	61·4
Nizam's State	*1936-37*	*Nil*	*4·15*	*6·00*	*Nil*	*Nil*	*5·62*	*6·69*	*Nil*
	1937-38	Nil	4·09	6·00	Nil	Nil	5·62	6·46	Nil
North Western	*1936-37*	*Nil*	*3·00*	*Nil*	*17·3*	*Nil*	*15·7*	*Nil*	*23·7*
	1937-38	Nil	3·05	Nil	17·3	Nil	15·5	Nil	23·8
South Indian	*1936-37*	*Nil*	*3·14*	*2·32*	*150·2(b)*	*Nil*	*17·3*	*2·32*	*(b) 150·2*
	1937-38	Nil	3·95	2·23	Nil	Nil	17·6	2·23	Nil
3' 3⅜" Gauge.									
Assam Bengal	*1936-37*	*Nil*	*5·04*	*Nil*	*38·5*	*Nil*	*11·0*	*Nil*	*42.0*
	1937-38	Nil	6·03	Nil	38·5	Nil	12·1	Nil	42·0
Bengal and North Western	*1936-37*	*Nil*	*2·95*	*Nil*	*Nil*	*Nil*	*9·56*	*Nil*	*Nil*
	1937-38	Nil	3·03	Nil	Nil	Nil	9·73	Nil	Nil
Bombay, Baroda and Central India	*1936-37*	*Nil*	*2·52*	*4·40*	*Nil*	*Nil*	*13·1*	*4·94*	*Nil*
	1937-38	Nil	2·58	4·40	Nil	Nil	13·2	4·94	Nil
Burma	*1936-37*	*Nil*	*3·66*	*3·50*	*Nil*	*Nil*	*14·7*	*5·18*	*Nil*
	1937-38	(a)	(a)	(a)	(a)	(a)	(a)	(a)	(a)

(a) Figures not furnished due to separation.
(b) This rate represents the rate of kerosene oil.

27 (a).—Statement of Coal consumed on Class I Railways during the years 1936-37 and 1937-38 —concld.

Railway.	Year.	Average cost per ton (at pit's mouth or station of supply).				Average cost per ton including freight, both sea and rail.			
		Foreign coal.	Indian coal.	Wood.	Oil fuel.	Foreign coal.	Indian coal.	Wood.	Oil fuel.
19	20	21	22	23	24	25	26	27	28
		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
3′ 3½″ Gauge—*concld.*									
Eastern Bengal	*1936-37*	*Nil*	*2·50*	*Nil*	*Nil*	*Nil*	*8·40*	*Nil*	*Nil*
	1937-38	Nil	2·80	Nil	Nil	Nil	9·17	Nil	Nil
Jodhpur	*1936-37*	*Nil*	*2·71*	*3·77*	*Nil*	*Nil*	*14·9*	*3·77*	*Nil*
	1937-38	Nil	2·71	5·88	Nil	Nil	14·9	5·88	Nil
Madras and Southern Mahratta	*1936-37*	*Nil*	*8·31*	*Nil*	*45·6*	*Nil*	*14·0*	*Nil*	*47·5*
	1937-38	Nil	5·26	Nil	50·7	Nil	14·8	Nil	52·7
Nizam's State	*1936-37*	*Nil*	*4·15*	*6·00*	*Nil*	*Nil*	*8·79*	*6·69*	*Nil*
	1937-38	Nil	4·09	6·00	Nil	Nil	8·80	6·46	Nil
Rohilkund and Kumaon	*1936-37*	*Nil*	*2·79*	*Nil*	*Nil*	*Nil*	*11·3*	*Nil*	*Nil*
	1937-38	Nil	4·85	Nil	Nil	Nil	8·61	Nil	Nil
South Indian	*1936-37*	*Nil*	*3·14*	*2·32*	*45·8*	*Nil*	*18·0*	*2·32*	*49·6*
	1937-38	Nil	3·95	2·23	50·8	Nil	18·0	2·23	53 5
2′ 6″ and 2′ 0″ Gauges.									
Bengal Nagpur	*1936-37*	*Nil*	*3·76*	*Nil*	*Nil*	*Nil*	*5·69*	*Nil*	*Nil*
	1937-38	Nil	3·46	Nil	Nil	Nil	5·11	Nil	Nil
Bombay, Baroda and Central India	*1936-37*	*Nil*	*3·21*	*3·48*	*Nil*	*Nil*	*12·4*	*3·48*	*Nil*
	1937-38	Nil	2·72	3·69	Nil	Nil	12·3	3·69	Nil
Eastern Bengal	*1936-37*	*Nil*	*2·50*	*Nil*	*Nil*	*Nil*	*6·65*	*Nil*	*Nil*
	1937-38	Nil	2·80	Nil	Nil	Nil	8·35	Nil	Nil
Great Indian Peninsula	*1936-37*	*Nil*	*3·85*	*Nil*	*49·2*	*Nil*	*8·12*	*Nil*	*53·8*
	1937-38	Nil	3·81	Nil	76·7	Nil	7·93	Nil	81·3
North Western	*1936-37*	*Nil*	*3·00*	*Nil*	*Nil*	*Nil*	*18·0*	*Nil*	*Nil*
	1937-38	Nil	3·05	Nil	Nil	Nil	19·3	Nil	Nil
South Indian	*1936-37*	*Nil*	*3·14*	*2·32*	*Nil*	*Nil*	*15·6*	*2·32*	*Nil*
	1937-38	Nil	3·95	2·23	Nil	Nil	15·8	2·23	Nil

27 (b).—Statement of Coal‡ Consumption on Class I Railways for the years 1936-37 and 1937-38.

Railway.	Year.	Passenger and Total Mixed.	Passenger and proportion of Mixed.	Goods.	Goods and proportion of Mixed.	Shunting including siding all services.		Departmental.	Steam Coaches.	Internal combustion coaches.	Locos. on Misc. services.	Total tons used on all Locomotive services. Cols. 3+5+7+9+10+11+12.	Fuel consumed for other than Locomotive purposes.			
		Total tons consumed.	Lbs. consumed per 1,000 gross ton miles.	Total tons consumed.	Lbs. consumed per 1,000 gross ton miles.	Total tons consumed.	Lbs. per engine mile.	Total tons consumed.	Total tons consumed.	Total tons consumed.	Total tons consumed.		Water pumping Stations.	Electric Generating Stations.	Miscellaneous purposes.	Total. (columns 14+15+16.)
	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
5′ 6″ Gauge.																
Bengal Nagpur	*1936-37*	*208,564*	*†181·1*	*450,632*	*†159·9*	*81,761*	*†60·7*	*24,092*	*138*	*Nil*	*4,332*	*769,519*	*37,065*	*32,909*	*44,941*	*114,915*
	1937-38	230,937	199·8	535,488	167·5	89,682	64·2	21,954	137	Nil	4,176	882,374	33,426	31,451	44,797	109,674
Bombay, Baroda and Central India.	*1936-37*	*134,523*	*161·5*	*108,819*	*109·1*	*34,116*	*80·2*	*9,127*	*Nil*	*Nil*	*Nil*	*286,585*	*9,860*	*1,591*	*5,948*	*17,399*
	1937-38	153,533	178·2	123,684	115·9	36,127	78·0	14,657	Nil	Nil	Nil	328,001	10,950	1,771	6,404	19,125
Eastern Bengal	*1936-37*	*178,527*	*184·8*	*68,748*	*130·8*	*31,607*	*53·3*	*10,562*	*Nil*	*Nil*	*15,828*	*305,272*	*5,865*	*12,413*	*45,715*	*63,993*
	1937-38	174,928	178·7	66,127	129·2	31,626	53·2	12,819	Nil	Nil	17,636	303,136	5,788	11,380	50,448	67,616
East Indian	*1936-37*	*533,002*	*169·4*	*674,778*	*109·8*	*159,430*	*58·9*	*54,238*	*34*	*Nil*	*3,426*	*1,424,958*	*39,567*	*52,302*	*66,719*	*158,588*
	1937-38	562,915	178·3	766,456	114·5	170,631	59·2	59,068	2	Nil	3,830	1,562,902	39,761	58,219	72,569	170,549
Great Indian Peninsula.	*1936-37*	*311,014*	*169·3*	*422,931*	*163·6*	*81,274*	*82·7*	*18,100*	*Nil*	*Nil*	*6,194*	*839,513*	*25,684*	*57,214*	*15,575*	*98,473*
	1937-38	326,066	172·8	449,366	163·7	85,660	83·3	18,363	Nil	Nil	6,135	885,590	27,468	59,224	14,955	101,647
Madras and Southern Mahratta.	*1936-37*	*140,799*	*180·3*	*121,135*	*127·0*	*26,163*	*74·6*	*8,571*	*Nil*	*227*	*4,476*	*301,371*	*5,299*	*1,152*	*9,452*	*15,903*
	1937-38	140,969	182·7	141,138	136·1	28,664	76·6	7,414	Nil	328	3,903	322,416	5,388	1,218	9,351	15,957
Nizam's State	*1936-37*	*38,017*	*169·2*	*36,738*	*140·7*	*6,817*	*80·0*	*4,146*	*Nil*	*Nil*	*Nil*	*85,718*	*2,430*	*Nil*	*975*	*3,405*
	1937-38	38,787	173·1	43,429	135·0	6,504	70·2	4,500	Nil	Nil	Nil	93,220	2,583	Nil	1,023	3,606
North Western	*1936-37*	*474,228*	*158·8*	*358,219*	*128·6*	*126,901*	*87·8*	*34,452*	*1,098*	*Nil*	*5,131*	*(b) 1,000,029*	*15,217*	*4,455*	*84,889*	*104,561*
	1937-38	511,735	169·8	426,811	136·5	136,311	91·1	39,203	951	Nil	5,907	1,120,918	13,729	3,388	89,704	106,821
South Indian	*1936-37*	*68,022*	*158·4*	*27,877*	*105·0*	*3,626*	*45·4*	*3,444*	*Nil*	*Nil*	*206*	*103,175*	*661*	*Nil*	*900*	*1,561*
	1937-38	76,309	174·1	30,687	112·5	4,099	46·5	3,299	Nil	Nil	263	114,657	697	Nil	939	1,636
Total 5′ 6″ Gauge.	*1936-37*	*2,086,696*	*169·1*	*2,269,877*	*130·9*	*551,695*	*68·7*	*166,782*	*1,270*	*227*	*39,593*	*5,116,140*	*141,648*	*162,036*	*275,114*	*578,798*
	1937-38	2,216,179	177·6	2,583,186	136·1	589,304	69·9	181,277	1,090	328	41,850	5,613,214	139,790	166,651	290,190	596,631
3′ 3½″ Gauge.																
Assam Bengal	*1936-37*	*68,451*	*157·1*	*12,857*	*146·5*	*12,339*	*37·7*	*5,072*	*Nil*	*Nil*	*1,762*	*100,481*	*2,086*	*5,093*	*6,464*	*13,643*
	1937-38	73,779	159·2	17,698	141·5	13,522	38·1	4,369	Nil	Nil	1,982	111,350	1,510	5,207	5,112	11,829
Bengal and North Western.	*1936-37*	*105,159*	*182·2*	*61,087*	*115·0*	*14,309*	*22·3*	*12,791*	*Nil*	*Nil*	*2,434*	*195,780*	*8,909*	*5,848*	*(b) 38,186*	*52,943*
	1937-38	107,837	189·7	69,284	121·3	15,432	22·6	13,130	Nil	Nil	3,089	208,772	9,788	5,788	42,722	58,298
Bombay, Baroda and Central India.	*1936-37*	*120,244*	*190·6*	*82,344*	*138·1*	*22,668*	*45·8*	*6,855*	*481*	*Nil*	*Nil*	*232,592*	*5,783*	*4,500*	*8,823*	*19,106*
	1937-38	133,337	222·2	94,957	144·1	22,532	44·6	7,705	501	Nil	Nil	259,032	5,307	4,483	10,559	20,349
Burma	*1936-37*	*99,587*	*177·4*	*56,566*	*128·5*	*19,553*	*32·3*	*8,706*	*Nil*	*Nil*	*Nil*	*184,412*	*6,586*	*Nil*	*5,082*	*11,668*
	1937-38	(a)	(a)	(a)	(a)	(a)	(a)	(a)	(a)	(a)	(a)	(a)	(a)	(a)	(a)	(a)

† Figures for the years 1936-37 are based on actuals for 9 months *viz.* April to November 1936 and March 1937 and for the remaining 3 months figures, which were not compiled due to labour unrest the actuals for the corresponding months December 1935, January and February 1936 have been adopted.

‡ Coal includes oil fuel @ 0·55 ton of oil fuel = 1 ton of coal and firewood @ 2½ tons of wood = 1 ton of coal.

(a) Figures not furnished due to separation.

(b) Revised figures.

27 (b).—Statement of Coal* Consumption on Class I Railways for the years 1936-37 and 1937-38—concld.

Railway.	Year.	Passenger and Total Mixed.	Passenger and proportion of Mixed.	Goods.	Goods and proportion of Mixed.	Shunting including siding all services.		Departmental.	Steam Coaches.	Internal combustion coaches.	Locos. on Misc. services.	Total tons used on all Locomotive services. Cols. 3+5+7+9+10+11+12	Fuel consumed for other than Locomotive purposes.			
		Total tons consumed.	Lbs. consumed per 1,000 gross ton miles.	Total tons consumed.	Lbs. consumed per 1,000 gross ton miles.	Total tons consumed.	Lbs. per engine mile.	Total tons consumed.	Total tons consumed.	Total tons consumed.	Total tons consumed.		Water pumping Stations.	Electric generating Stations.	Miscellaneous purposes.	Total. (columns 14+15+16.)
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
3′ 3½″ GAUGE —concld.																
Eastern Bengal	*1936-37*	*63,370*	*158·6*	*38,625*	*135·1*	*15,601*	*43·9*	*2,932*	*180*	*Nil*	*11,801*	*132,509*	*3,955*	*Nil*	*25,609*	*29,564*
	1937-38	68,011	157·5	37,551	133·5	16,201	43·9	4,175	68	Nil	13,453	139,459	3,702	Nil	29,029	32,731
Jodhpur	*1936-37*	*30,788*	*154·7*	*17,803*	*141·0*	*2,469*	*27·0*	*2,887*	*Nil*	*Nil*	*1,206*	*55,153*	*1,452*	*Nil*	*2,521*	*3,973*
	1937-38	31,605	156·0	19,533	149·0	2,700	28·1	2,690	Nil	Nil	1,298	57,826	1,474	Nil	2,544	4,018
Madras and Southern Mahratta.	*1936-37*	*93,125*	*181·6*	*73,557*	*171·9*	*15,018*	*42·4*	*4,862*	*Nil*	*Nil*	*2,292*	*188,854*	*4,065*	*1,476*	*7,312*	*12,853*
	1937-38	96,302	197·7	80,324	178·1	16,222	44·0	4,593	Nil	Nil	2,013	199,454	4,236	1,559	6,221	12,016
Nizam's State	*1936-37*	*25,406*	*247·3*	*(a) 16,442*	*(a) 175·1*	*3,741*	*73·4*	*2,527*	*100*	*Nil*	*Nil*	*(a) 48,216*	*1,163*	*Nil*	*748*	*1,911*
	1937-38	27,504	259·7	17,778	173·3	4,102	70·3	2,375	57	Nil	Nil	51,816	1,548	Nil	830	2,378
Rohilkund and Kumaon.	*1936-37*	*26,487*	*193·0*	*7,896*	*162·3*	*3,314*	*24·4*	*2,983*	*Nil*	*Nil*	*Nil*	*40,680*	*2,090*	*1,637*	*2,485*	*6,212*
	1937-38	26,774	252·2	14,087	154·0	3,758	25·9	2,850	Nil	Nil	Nil	47,469	2,461	1,360	3,532	7,353
South Indian	*1936-37*	*119,842*	*188·2*	*34,991*	*111·1*	*6,383*	*35·0*	*6,528*	*Nil*	*Nil*	*339*	*168,083*	*2,351*	*8,014*	*7,031*	*17,396*
	1937-38	124,041	190·9	40,351	113·2	6,681	34·6	6,838	Nil	Nil	313	178,224	2,176	7,171	7,321	16,668
Total 3′ 3½″ Gauge.	*1936-37*	*752,459*	*180·7*	*(a) 402,168*	*137·4*	*115 395*	*35·7*	*56,143*	*761*	*Nil*	*19,834*	*(a) 1,346,760*	*38,440*	*26,568*	*104,261*	*169,269*
	1937-38	689,190	192·6	391,563	142·4	101,150	31·1	48,725	626	Nil	22,148	1,253,402	32,202	25,568	107,870	165,640
2′ 6″ AND 2′0″ GAUGES.																
Bengal Nagpur	*1936-37*	*39,717*	*†381·8*	*15,988*	*†342·5*	*5,766*		*1,323*	*131*	*Nil*	*214*	*63,139*	*6,700*	*508*	*2,952*	*10,160*
	1937-38	41,599	413·9	18,601	365·4	6,409		1,887	217	Nil	193	68,906	6,774	230	2,818	9,822
Bombay, Baroda and Central India.	*1936-37*	*8,361*	*510·9*	*138*	*408·3*	*Nil*		*387*	*Nil*	*Nil*	*Nil*	*8,886*	*Nil*	*Nil*	*6*	*6*
	1937-38	8,908	532·0	199	438·6	Nil		453	Nil	Nil	Nil	9,560	Nil	Nil	6	6
Eastern Bengal	*1936-37*	*1,583*	*572·3*	*Nil*	*625·0*	*Nil*		*2*	*Nil*	*Nil*	*153*	*1,738*	*Nil*	*Nil*	*189*	*189*
	1937-38	1,782	544·7	Nil	629·0	Nil		1	Nil	Nil	137	1,920	Nil	Nil	174	174
Great Indian Peninsula.	*1936-37*	*11,322*	*461·1*	*13*	*480·9*	*529*		*377*	*Nil*	*66*	*Nil*	*12,307*	*529*	*Nil*	*3*	*532*
	1937-38	12,552	537·5	17	526·2	487		479	Nil	42	Nil	13,577	528	Nil	Nil	528
North Western	*1936-37*	*18,793*	*419·1*	*12,693*	*466·8*	*2,754*		*1,094*	*393*	*Nil*	*223*	*35,950*	*1,187*	*Nil*	*2,108*	*3,295*
	1937-38	19,412	376·3	14,767	468·3	3,718		983	403	Nil	257	39,540	1,206	Nil	2,256	3,462
South Indian	*1936-37*	*3,664*	*281·6*	*Nil*	*201·6*	*Nil*		*12*	*Nil*	*Nil*	*Nil*	*3,676*	*18*	*Nil*	*4*	*22*
	1937-38	3,975	322·6	19	240·0	Nil		23	Nil	Nil	Nil	4,017	18	Nil	6	24
Total 2′ 6″ & 2′0″ Gauges.	*1936-37*	*83,440*	*402·2*	*28,832*	*394·9*	*9,049*		*3,195*	*524*	*66*	*590*	*125,696*	*8,434*	*508*	*5,262*	*14,204*
	1937 38	88,228	421·9	33,603	413·5	10,614		3,826	620	42	587	137,520	8,526	230	5,260	14,016
TOTAL CLASS I RAILWAYS.	*1936-37*	*2,922,595*	*174·0*	*(a) 2,700,877*	*133·5*	*676,139*		*226,120*	*2,555*	*293*	*60,017*	*(a) 6,588,596*	*188,522*	*189,112*	*384,637*	*762,271*
	1937-38	2,993,597	183·2	3,008,352	138·7	701,068		233,828	2,336	370	64,585	7,004,136	180,518	192,449	403,320	776,287

* Coal includes oil fuel @ 0·55 ton of oil fuel = 1 ton of coal and firewood, @ 2½ tons of wood = 1 ton of coal.

†Figures for the year 1936-37 are based on actuals for 9 months *viz.* April to November 1936 and March 1937 and for the remaining 3 months, figures for which were not compiled due to labour unrest, the actuals for the corresponding months December 1935, January and February 1936 have been adopted.

(a) Revised Figures.

28.—*Statement of Efficiency of Class 1 Railways for the years 1936-37 and 1937-38.*

Railway.	Year.	Goods and proportion of mixed.				
		Wagon miles		Net ton miles per engine hour.	Gross ton miles	
		per shunting engine hour (excluding departmental).	per engine hour (including departmental).		per engine hour (including weight of engine and departmental).	per train engine hour (excluding weight of engine and departmental).
1	2	3	4	5	6	7
5′ 6″ Gauge.						
Bengal Nagpur	†*1936-37*	*500*	*193*	*1,800*	*4,368*	*9,821*
	1937-38	553	196	1,960	4,532	9,967
Bombay, Baroda and Central India	*1936-37*	*696*	*258*	*2,302*	*5,605*	*13,043*
	1937-38	668	250	2,206	5,424	10,828
Eastern Bengal	*1936-37*	*395*	*157*	*1,055*	*3,397*	*7,395*
	1937-38	375	147	981	3,417	7,093
East Indian	*1936-37*	*740*	*231*	*2,178*	*5,119*	*10,300*
	1937-38	748	227	2,206	5,064	9,748
Great Indian Peninsula	*1936-37*	*724*	*268*	*2,191*	*5,609*	*11,546*
	1937-38	732	270	2,302	5,735	11,786
Madras and Southern Mahratta	*1936-37*	*706*	*226*	*1,771*	*4,880*	*9,301*
	1937-38	737	229	1,786	4,727	9,026
Nizam's State	*1936-37*	*712*	*206*	*1,887*	*4,748*	*9,545*
	1937-38	768	225	2,000	4,977	9,759
North Western	*1936-37*	*736*	*241*	*1,809*	*4,746*	*8,351*
	1937-38	766	242	1,807	4,813	8,395
South Indian	*1936-37*	*470*	*154*	*1,265*	*3,480*	*7,738*
	1937-38	476	155	1,275	3,443	7,575
Average for 5′ 6″ gauge.	*1936-37*	*660*	*227*	*1,955*	*4,879*	*9,834*
	1937-38	689	227	2,001	4,902	9,670
3′ 3⅜″ Gauge.						
Assam Bengal	*1936-37*	*449*	*150*	*673*	*1,952*	*3,515*
	1937-38	449	158	710	2,106	3,724
Bengal and North Western	*1936-37*	*357*	*157*	*859*	*2,018*	*4,413*
	1937-38	342	154	826	1,955	4,399
Bombay, Baroda and Central India	*1936-37*	*727*	*240*	*1,254*	*2,818*	*5,145*
	1937-38	747	241	1,240	2,816	5,104
Burma	*1936-37*	*647*	*192*	*1,124*	*2,818*	*4,937*
	1937-38	‡	‡	‡	‡	‡
Eastern Bengal	*1936-37*	*500*	*212*	*847*	*2,462*	*4,663*
	1937-38	493	210	797	2,479	4,782
Jodhpur	*1936-37*	*719*	*202*	*804*	*2,103*	*4,170*
	1937-38	768	199	800	2,081	4,127
Madras and Southern Mahratta	*1936-37*	*598*	*164*	*785*	*2,268*	*3,348*
	1937-38	606	168	793	2,249	3,353
Nizam's State	*1936-37*	*776*	§*157*	§*896*	§*2,338*	*4,529*
	1937-38	713	152	852	2,172	4,410
Rohilkund and Kumaon	*1936-37*	*319*	*106*	*657*	*1,636*	*2,847*
	1937-38	352	123	609	1,581	3,089
South Indian.	*1936-37*	*580*	*166*	*720*	*2,126*	*4,189*
	1937-38	577	168	742	2,155	4,196
Average for 3′ 3⅜″ gauge	*1936-37*	*536*	*180*	*904*	*2,321*	*4,277*
	1937-38(*a*)	521	180	859	2,237	4,204
2′ 6″ and 2′ 0″ Gauges.						
Bengal Nagpur	†*1936-37*	*333*	*124*	*312*	*1,108*	*1,633*
	1937-38	349	126	329	1,133	1,706
Bombay, Baroda and Central India	*1936-37*	*252*	*94*	*262*	*652*	*946*
	1937-38	262	95	262	617	933
Eastern Bengal	*1936-37*	**48,342*	*28*	*33*	*145*	*420*
	1937-38	*38,688	30	43	156	501
Great Indian Peninsula	*1936-37*	*493*	*113*	*255*	*1,149*	*1,100*
	1937-38	445	109	249	1,128	1,135
North Western	*1936-37*	*455*	*92*	*232*	*893*	*932*
	1937-38	465	99	238	933	1,017
South Indian	*1936-37*	*772*	*122*	*244*	*964*	*985*
	1937-38	631	108	221	877	1,013

* Shunting op rations generally performed by hand. There was only one shunting engine hour.

† Figures of wagon miles, engine hours and tare-ton miles, are based on actual figures from April 1936 to November 1936 and March 1937, and 3 months figures for December 1935 and January and February 1936—the figures for these 8 months in 1936-37 not being compiled due to labour unrest.

‡ Figures not furnished due to separation.

§ Revised figures.

(*a*) Exclusive of Burma.

29.—STATEMENT OF PRINCIPAL COMMODITIES CARRIED BY CLASS I RAILWAYS AND THE EARNINGS THEREFROM FOR 1937-38 (IN HUNDREDS).

29.—*Statement of Principal Commodities carried by Class I*

Railway.	I.—Fuel.											
	Coal and Coke and patent fuel.									(4) Oil fuel.		
	(1) For the public.			(2) For foreign railways and Home line constructions.			(3) Total.					
	Originating on Home line whether local or Foreign.	† Total.	Earnings.	Originating on Home line whether local or Foreign.	† Total.	Earnings.	Originating on Home line whether local or Foreign.	† Total.	Earnings.	Originating on Home line whether local or Foreign.	† Total.	Earnings
1	2	3	4	5	6	7	8	9	10	11	12	13
5′ 6″ GAUGE.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
Bengal Nagpur . .	5,269,1	5,928,6	1,43,31,3	1,278,9	1,404,5	50,45,7	6,548,0	7,333,1	1,93,77,0	3,6	4,2	86,1
Bombay, Baroda and Central India.	6	941,1	44,55,9	..	22,7	3,55,7	6	963,8	48,11,6	27,4	27,5	5,44,8
Eastern Bengal . .	6,7	1,387,7	29,31,9	1	88,8	3,49,2	6,8	1,476,5	32,81,1	26,0	26,0	1,39,5
East Indian . .	9,373,0	10,125,2	4,27,55,3	2,680,7	2,898,3	1,88,04,0	12,053,7	13,023,5	6,15,59,3	2,2	13,6	3,96,5
Great Indian Peninsula	838,2	2,067,3	90,19,5	5,1	383,4	18,18,3	843,3	2,450,7	1,08,37,8	37,1	38,1	6,55,3
Madras and Southern Mahratta.	50,9	254,0	11,36,2	..	354,9	22,62,5	50,9	608,9	33,98,7	14,7	14,8	2.96,5
Nizam's State . .	478,1	516,6	21,46,9	448,4	453,1	11,70,5	926,5	969,7	33,17,4	4	2,4	43,8
North Western . .	88,4	1,356,1	39,05,9	8	8	2	89,2	1,356,9	39,06,1	52,8	53,2	14,89,2
South Indian . .	37,6	42,7	3,71,4	*Nil*	*Nil*	*Nil*	37,6	42,7	3,71,4	3	3	11,7
Total .	16,142,6	22.619,3		4,414,0	5,606,5		20,556,6	28,225,8		164,5	180,1	
3′ 3⅜″ GAUGE.												
Assam Bengal . .	27,7	113,1	3,09,9	1,0	8,3	25,2	28,7	121,4	3,35,1	..	1,2	7.8
Bengal and North Western.	8,7	320,1	9,64,4	2	2	2	8,9	320,3	9,64,6	1	1	7
Bombay, Baroda and Central India.	6	330,7	*	..	112,6	*	6	443,3	*	1,4	7,7	*
Eastern Bengal . .	1,1	294,8	*	..	70,1	*	1,1	364,9	*	1	5,1	*
Jodhpur . . .	1,3	28,2	75,1	*Nil*	8,0	9,0	1,3	36,2	84,1	*Nil*	6,0	1.22,8
Madras and Southern Mahratta.	28,6	72,2	*	12,0	22,4	*	40,6	94,6	*	8,1	11,4	*
Nizam's State . .	..	42,2	*	*Nil*	1,0	*	..	43,2	*	..	1,8	*
Rohilkund and Kumaon	2	23,1	17,1	..	..	..	2	23,1	17,1	..	..	..
South Indian . .	104,9	105,9	*	1	1	*	105,0	106,0	*	7	7	*
Total .	173,1	1,330,3		13,3	222,7		186,4	1,553,0		10,4	34,0	
2′ 6″ AND 2′ 0″ GAUGES.												
Bengal Nagpur . .	40,4	72,2	*	1,7	2,0	*	42,1	74,2	*		3	*
Bombay, Baroda and Central India	1	3,5	*	..	..	..	1	3,5	*	..	4	*
Eastern Bengal . .	..	..	..	..	..	..	..	..	..	..	..	..
Great Indian Peninsula	..	13,2	*	..	..	..	..	13,2	*	6	6	*
North Western . .	99,1	119,3	*	*Nil*	*Nil*	*Nil*	99,1	119,3	*	2	6	*
South Indian . .	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Total .	139,6	208,2		1,7	2,0		141,3	210,2		8	1,9	
Total, 1937-38 ‡ . .	16,455,3	24,157,8	8,24,20,8	4,429,0	5,831,2	2,98,40,5	20,884,3	29,989,0	11,22 61,3	175,7	216,0	37.94,7
Total, 1936-37 § . .	14,477,9	20,895,7	6,97,99,4	3,817,3	5,175,1	2,58,02,7	18,295,2	26,070,8	9,56,02,1	165,9	207,0	38,82,9
Increase . .	1,977,4	3,262,1	1,26,21,4	611,7	656,1	40,37,8	2,589,1	3,918,2	1,66,59,2	9,8	9,0	..
Decrease . .	..	..	..	..	..	..	..	..	..	..	..	88,2

*Shown under

† In these totals consignments passing over two or more

‡ Exclude Burma

§ Include Burma

Railways and the earnings therefrom for the year 1937-38 (In hundreds).

II.—Heavy Merchandise.									
(1) Rice in the husk.			(2) Rice not in the husk.			(5) Firewood and other fuel.			
Originating on Home line whether local or Foreign.	† Total.	Earnings.	Originating on Home line whether local or Foreign.	† Total.	Earnings.	Railway.
17	18	19	20	21	22	23
Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	5′ 6″ Gauge.
102,1	108,7	5,85,1	590,9	616,8	63,92,6	Bengal Nagpur.
5,9	6,2	43,3	124,6	138,9	19,56,8	Bombay, Baroda and Central India.
38,4	57,0	2,94,4	88,5	114,4	10,34,7	Eastern Bengal.
111,9	119,3	3,94,2	324,7	469,0	38,68,2	East Indian.
3,2	4,9	45,4	66,6	267,7	25,73,7	Great Indian Peninsula.
43,3	45,5	2,85,3	183,8	265,4	41,32,1	Madras and Southern Mahratta.
6	7	4,3	54,1	76,5	8,56,7	Nizam's State.
27,9	28,5	1,27,0	283,3	331,0	38,85,0	North Western.
16,2	133,2	17,41,6	43,1	81,7	16,36,8	South Indian.
349,5	504,0		1,759,6	2,361,4		Total.
						3′ 3¼″ Gauge.
38,3	39,0	1,80,0	77,0	81,4	5,04,1	Assam Bengal.
28,2	35,5	1,62,5	147,8	368,1	20,06,9	Bengal and North Western.
1	1,3	*	2,6	77,5	*	Bombay, Baroda and Central India.
27,0	29,2	*	91,1	123,5	*	Eastern Bengal.
7	7	4,0	10,0	24,6	1,96,5	Jodhpur.
16,5	27,4	*	129,8	185,9	*	Madras and Southern Mahratta.
..	..	*	12,4	25,4	*	Nizam's State.
11,1	11,1	63,6	6,0	9,7	41,4	Rohilkund and Kumaon.
191,5	192,1	*	179,9	201,3	*	South Indian.
313,4	336,3		656,6	1,097,4		Total.
						2′ 6″ and 2′ 0″ Gauges.
6,7	7,6	*	36,1	55,2	*	Bengal Nagpur.
..	..	..	3	12,4	*	Bombay, Baroda and Central India.
..	..	..	..	..	..	Eastern Bengal.
..	1	*	1	8,4	*	Great Indian Peninsula.
2	3	*	43,9	49,2	*	North Western.
3	3	*	*Nil*	9	*	South Indian.
7,2	8,3		80,4	126,1		Total.
670,1	848,6	39,30,7	2,496,6	3,584,9	2,90,85,5	Total, 1937-38‡.
997,4	1,179,9	54,87,6	3,416,5	4,471,9	3,50,18,6	Total, 1936-37§.
..	..	..	..	..	..	Increase.
327,3	331,3	15,56,9	919,9	887,0	59,33 1	Decrease.

5′ 6″ gauge.
gauges or railways are considered as two or more separate consignments.
Railway figures.
Railway figures.

29.—*Statement of Principal Commodities carried by Class I*

II.—Heavy Mer

Railway.	(3) Gram and pulse.			(4) Wheat.			(5) Jowar and Bajra.		
	Originating on Home line whether local or Foreign.	† Total.	Earnings.	Originating on Home line whether local or Foreign.	† Total.	Earnings.	Originating on Home line whether local or Foreign.	† Total.	Earnings.
24	25	26	27	28	29	30	31	32	33
5′ 6″ Gauge.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
Bengal Nagpur	54,2	95,5	10,73,5	27,0	42,4	4,98,1	6	8	6,5
Bombay, Baroda and Central India	40,5	119,9	31,27,9	39,1	136,4	32,83,5	31,7	83,2	19,40,2
Eastern Bengal	38,9	48,6	6,17,8	..	..	..	..	..	..
East Indian	298,3	358,9	30,31,9	252,0	384,3	47,24,7	17,2	24,5	1,73,1
Great Indian Peninsula	234,8	371,3	53,47,4	201,9	236,6	29,11,1	130,2	203,0	19,62,3
Madras and Southern Mahratta	37,4	193,9	18,79,1	4,8	21,3	4,63,4	9,2	20,9	3,81,2
Nizam's State	22,7	181,8	14,16,1	3,2	27,4	3,47,6	17,0	20,1	4,32,8
North Western	385,3	480,0	47,59,6	967,5	1,075,8	1,30,28,6	34,7	43,2	3,51,3
South Indian	27,3	40,3	9,52,7	3,2	6,2	93,0	4,7	13,7	1,31,2
Total	1,139,4	1,890,2		1,498,7	1,930,4		245,3	409,4	
3′ 3¾″ Gauge.									
Assam Bengal	5,8	21,4	1,29,1	1,6	7,9	41,8	..	..	3
Bengal and North Western	96,1	108,5	6,31,3	75,8	88,8	5,91,8	‡	‡	‡
Bombay, Baroda and Central India	120,1	193,5	*	107,8	168,9	*	56,1	110,9	*
Eastern Bengal	20,5	68,5	*	..	..	..	..	..	..
Jodhpur	5,5	63,8	4,52,1	80,9	101,8	5,37,1	8,4	29,2	1,79,2
Madras and Southern Mahratta	12,2	93,5	*	20,0	34,0	*	27,2	32,0	*
Nizam's State	26,5	62,0	*	7,8	18,6	*	33,3	37,1	*
Rohilkund and Kumaon	34,1	35,3	1,42,2	37,9	40,1	1,46,0	10,0	10,9	49,7
South Indian	97,0	104,0	*	4,5	6,5	*	7,6	7,9	*
Total	417,8	750,5		336,3	466,6		142,6	228,0	
2′ 6″ and 2′ 0″ Gauges.									
Bengal Nagpur	18,1	21,8	*	10,5	11,7	*	4	4	*
Bombay, Baroda and Central India	7	2,5	*	2	3,2	*	3	4,4	*
Eastern Bengal	..	..	..	..	..	..	..	..	..
Great Indian Peninsula	4,4	7,0	*	2	3,9	*	4,5	4,7	*
North Western	29,2	33,1	*	17,9	24,1	*	2,9	3,2	*
South Indian	3,7	4,2	*	*Nil*	*Nil.*	*Nil.*	7	7	*
Total	56,1	68,6		28,8	42,9		8,8	13,4	
Total, 1937-38 §	1,613,3	2,709,3	2,35,60,7	1,863,8	2,439,9	2,66,66,7	396,7	650,8	56,07,8
Total, 1936-37 ‖	1,758,5	2,795,5	2,42,22,1	1,822,4	2,374,5	2,47,56,6	384,1	590,2	52,00,1
Increase	..	..	..	41,4	65,4	19,10,1	12,6	60,6	4,07,7
Decrease	145,2	86,2	6,61,4	..	..	..	..	..	..

* Shown under

† In these totals consignments passing over two or more

‡ Not recorded.

§ Exclude Burma

‖ Include Burma

Railways and the earnings therefrom for the year 1937-38 (In hundreds)—contd.

chandise—*contd.*

(6) Other grains.			(7) Marble and Stone.			(8) Salt.			Railway.
Originating on Home line whether local or Foreign.	† Total.	Earnings.	Originating on Home line whether local or Foreign.	† Total.	Earnings.	Originating on Home line whether local or Foreign.	† Total.	Earnings.	
34	35	36	37	38	39	40	41	42	43
Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	5′ 6″ Gauge.
1,7	5,5	44,6	160,7	166,6	4,74,5	87,2	137,8	15,44,4	Bengal Nagpur.
15,0	47,0	11,96,7	339,4	364,9	19,84,2	204,0	225,6	47,50,5	Bombay, Baroda and Central India.
22,9	31,2	3,59,2	3,2	59,3	1,27,0	82,1	91,3	8,96,7	Eastern Bengal.
148,1	162,1	13,68,6	589,0	732,1	19,96,2	160,9	268,8	20,69,8	East Indian.
11,1	20,5	2,14,1	242,2	371,7	14,81,5	115,9	237,0	26,30,1	Great Indian Peninsula.
7,1	13,0	2,39,3	63,2	70,6	4,51,9	53,9	68,9	9,29,1	Madras and Southern Mahratta.
3,1	5,7	66,1	87,2	87,6	3,22,2	2	41,7	5,57,4	Nizam's State.
70,0	84,7	7,73,2	651,9	675,9	19,05,9	177,7	202,9	18,20,6	North Western.
5,3	10,9	2,23,8	14,8	16,0	4,11,3	9,6	48,7	12,17,6	South Indian.
284,3	380,6		2,151,6	2,544,7		891,5	1,322,7		Total.
									3′ 3⅜″ Gauge.
8	9	3,4	100,9	101,1	2,69,5	39,0	41,1	2,79,3	Assam Bengal.
138,2	152,3	8,07,0	12,9	14,9	42,4	5,4	152,5	11,10,9	Bengal and North Western.
46,6	76,8	*	135,8	242,7	*	254,0	338,7	*	Bombay, Baroda and Central India.
19,2	46,3	*	7,7	16,2	*	2,6	62,7	*	Eastern Bengal.
3,2	27,3	1,94,4	110,6	114,4	3,80,8	56,0	56,1	2,65,6	Jodhpur.
10,0	17,9	*	44,2	51,8	*	7,7	66,1	*	Madras and Southern Mahratta.
2,3	3,8	*	4	8,9	*	2	23,8	*	Nizam's State.
22,6	22,9	93,1	16,4	17,2	29,1	4	28,4	1,74,8	Rohilkund and Kumaon.
19,7	21,2	*	117,1	118,0	*	144,2	145,5	*	South Indian.
262,6	369,4		546,0	685,2		509,5	914,9		Total.
									2′ 6″ and 2′ 0″ Gauges.
6	8	*	5,6	6,8	*	9	22,1	*	Bengal Nagpur.
7	3,4	*	1,5	7,9	*	..	2,9	*	Bombay, Baroda and Central India.
..	..	..	..	..	..	..	..	..	Eastern Bengal.
1	2	*	2,1	2,9	*	..	4,3	*	Great Indian Peninsula.
1,4	2,6	*	6	3,0	*	7	2,3	*	North Western.
5,7	6,0	*	*Nil.*	*Nil.*	*Nil.*	*Nil*	3,6	*	South Indian.
8,5	13,0		9,8	20,6		1,6	35,2		Total.
555,4	763,0	55,83,5	2,707,4	3,250,5	98,76,5	1,402,6	2,272,8	1,82,46,8	Total, 1937-38. §
582,5	814,0	57,00,9	2,552,7	3,011,8	93,96,7	1,427,0	2,289,9	1,87,51,6	Total, 1936-37. ‖
..	..	..	154,7	238,7	4,79,8	..	..	..	Increase.
27,1	51,0	1,17,4	..	..	..	24,4	17,1	5,04,8	Decrease.

5′ 6″ gauge.
gauges or railways are considered as two or more separate consignments.

Railway figures.
Railway figures.

29.—*Statement of Principal Commodities carried by Class I*

II.—Heavy Mer

Railway.	(9) Sugar, refined and unrefined.			(10) Wood, unwrought.			(11) Metallic ores.		
	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.
44	45	46	47	48	49	50	51	52	53
5′ 6″ Gauge.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
Bengal Nagpur	8,4	74,8	7,82,5	106,2	117,6	6,48,1	3,444,5	3,663,6	1,18,69,7
Bombay, Baroda and Central India	14,6	51,8	30,31,0	68,6	155,5	10,75,2	1	67,7	3,93,5
Eastern Bengal	13,4	21,3	3,99,0	30,0	45,1	3,10,7	..	..	..
East Indian	208,4	362,4	28,13,9	168,9	268,3	13,58,1	2,1	9,4	47,7
Great Indian Peninsula	52,4	189,4	30,75,7	113,5	167,3	9,21,7	6,3	48,8	3,55,6
Madras and Southern Mahratta	7,1	74,7	7,35,9	23,9	71,0	7,66,0	2	7,6	9,88,3
Nizam's State	3,3	7,4	1,84,5	38,0	42,6	4,35,4	*Nil*	..	..
North Western	101,8	268,5	43,07,0	250,2	330,8	14,67,4	1	27,1	3,86,0
South Indian	6,5	46,3	5,06,9	73,7	75,9	8,27,7	13,4	13,4	30,2
Total	415,9	1,096,6		873,0	1,274,1		3,466,7	3,837,6	
3′ 3½″ Gauge.									
Assam Bengal	3,0	17,1	87,5	13,5	14,9	71,6	..	..	..
Bengal and North Western	495,4	497,7	43,14,4	83,4	88,5	4,55,4	†	†	†
Bombay, Baroda and Central India	15,0	1,74,6	*	4,5	99,4	*	1	2	*
Eastern Bengal	8,1	43,1	*	25,1	35,4	*	..	..	..
Jodhpur	1,1	34,7	3,02,8	1,1	6,8	32,3	*Nil.*	*Nil.*	*Nil.*
Madras and Southern Mahratta	14,9	27,5	*	31,9	53,9	*	191,0	197,8	*
Nizam's State	4	9,6	*	2,5	9,2	*	*Nil*	..	..
Rohilkund and Kumaon	98,5	98,8	5,90,4	124,8	124,9	4,90,4	..	..	..
South Indian	21,0	28,1	*	34,0	41,6	*	2	2	*
Total	657,4	931,2		320,8	474,6		191,3	198,2	
2′ 6″ and 2′ 0″ Gauges.									
Bengal Nagpur	4	5,6	*	44,6	45,7	*	216,2	216,2	*
Bombay, Baroda and Central India	4	2,2	*	44,4	47,3	*	67,6	67,6	*
Eastern Bengal	..	..	..	..	..	..	..	..	..
Great Indian Peninsula	1	2,6	*	2,1	3,5	*	..	..	..
North Western	5	9,4	*	2,7	6,5	*	26,7	26,7	*
South Indian	*Nil*	1	*	7	1,1	*	*Nil.*	*Nil.*	*Nil.*
Total	1,4	19,9		94,5	104,1		310,5	310,5	
Total, 1937-38 ††	1,074,7	2,047,7	2,11,31,5	1,288,3	1,852,8	88,60,0	3,968,5	4,346,3	1,40,71,0
Total, 1936-37 §	1,165,1	2,205,4	2,30,10,4	1,336,2	1,857,9	88,84,9	3,351,0	3,614,3	1,15,43,5
Increase	..	..	..	..	..	..	617,5	732,0	25,27,5
Decrease	90,4	157,7	18,78,9	47,9	5,1	24,9	..	..	..

* Shown under

‡ In these totals consignments passing over two or more.

† Not recorded

†† Exclude Burma

§ Include Burma

Railways and the earnings therefrom for the year 1937-38 (In hundreds)—contd.

chandise—*contd.*

(12) Oil seeds.			(13) Cotton, raw, pressed.			(14) Petrol (in bulk).			Railway.
Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	
54	55	56	57	58	59	60	61	62	63
Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	5′ 6″ Gauge.
108,3	132,4	13,19,5	5	4,4	1,09,8	4,7	6,9	1,98,4	Bengal Nagpur.
93,2	175,9	27,92,3	120,3	200,1	51,60,4	13,6	13,6	5,65,2	Bombay, Baroda and Central India.
11,8	24,8	3,95,1	2	1,3	5,8	36,3	56,0	8,62,1	Eastern Bengal.
193,9	412,2	45,80,6	10,3	56,6	14,58,3	..	26,2	11,19,5	East Indian.
229,0	460,4	54,85,6	91,9	176,1	56,07,7	33,9	36,3	11,13,0	Great Indian Peninsula.
136,1	267,1	49,50,2	23,9	36,9	12,23,9	33,5	33,5	10,23,0	Madras and Southern Mahratta.
101,3	124,9	16,50,7	2,3	9,0	8,88,8	..	7,8	1,98,1	Nizam's State.
491,9	524,5	51,18,6	320,0	353,2	1,16,62,2	45,4	46,7	34,16,2	North Western.
54,0	101,4	24,32,9	15,8	19,9	4,58,6	8,4	9,7	6,01,6	South Indian.
1,419,5	2,223,6		585,2	857,5		175,8	236,7		Total.
									3′ 3⅜″ Gauge.
13,1	15,4	72,2	1	1	8	37,8	38,5	6,53,2	Assam Bengal.
123,6	129,7	7,79,8	†	†	†	1,5	13,7	4,06,0	Bengal and North Western.
95,5	252,1	*	43,9	95,4	*	1,4	3,4	*	Bombay, Baroda and Central India.
40,3	49,2	*	1	1	*	..	33,6	*	Eastern Bengal.
69,2	78,7	7,14,6	44,8	49,6	5,05,0	*Nil*	4,0	1,80,7	Jodhpur.
248,6	311,8	*	31,7	41,2	*	12,7	12,7	*	Madras and Southern Mahratta.
117,4	127,9	*	45,3	45,7	*	5	9	*	Nizam's State.
16,1	16,4	76,0	3	1,2	3,9	..	1,8	26,0	Rohilkund and Kumaon.
189,7	246,3	*	21,4	27,7	*	16,5	16,5	*	South Indian.
913,5	1,227,5		187,6	261,0		70,4	125,1		Total.
									2′6″ and 2′ 0″ Gauges.
17,7	18,3	*	9	1,0	*	..	9	*	Bengal Nagpur.
13,8	16,6	*	13,8	13,8	*	..	..	..	Bombay, Baroda and Central India.
..	..	..	..	..	..	..	..	..	Eastern Bengal.
11,2	11,4	*	24,8	24,8	*	..	..	..	Great Indian Peninsula.
8,2	9,2	*	*Nil*	*Nil*	*Nil*	*Nil*	9	*	North Western.
9,1	9,6	*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	South Indian.
59,0	65,1		39,5	39,6		..	1,8		Total.
2,392,0	3,516,2	3,03,68,1	812,3	1,158,1	2,70,85,2	246,2	363,6	1,03,63,0	Total, 1937-38. ††
2.657,2	3,842,1	3,31,48,2	1,203,3	1,683,2	4,42.28,0	226,1	351,4	1,02,27,6	Total, 1936-37. §
..	..	..	..	..	..	20,1	12,2	1,35,4	Increase.
265,2	325,9	27,80,1	391,0	525,1	1,71,42,8	..	..	..	Decrease.

5′ 6″ gauge.

gauges or railways are considered as two or more separate consignments.

Railway figures.

Railway figurees.

Railway.	II—Heavy Merchandise—*concld.*								
	(15) Kerosine oil (in bulk).			(16) Molasses (in bulk).			(17)Total heavy merchandise. (Item 1 to 16).		
	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.
64	65	66	67	68	69	70	71	72	73
5′ 6″ Gauge.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
Bengal Nagpur	26,8	34,6	6,99,1	..	..	..	4,723,8	5,208,4	2,62,46,4
Bombay, Baroda and Central India	11,6	11,6	2,43,1	..	1	20,6	1,122,2	1,798,4	3,15,64,4
Eastern Bengal	89,1	100,7	10,06,7	4,0	6,5	52,3	458,8	657,5	63,61,5
East Indian	1	63,2	12,98,4	91,5	92,1	5,58,3	2,577,3	3,809,4	3,08,61,5
Great Indian Peninsula	37,0	39,2	8,61,5	6,3	6,4	49,9	1,576,2	2,836,6	3,46,36,3
Madras and Southern Mahratta	44,1	44,1	8,63,3	..	..	..	671,5	1,234,4	1,93,12,0
Nizam's State	..	3,9	74,7	..	1	1,2	333,0	637,2	74,36,6
North Western	18,0	18,8	5,90,0	22,4	22,5	1,28,4	3,848,1	4,514,1	5,37,27,0
South Indian	13,1	16,7	5,43,6	*Nil*	*Nil*	*Nil*	309,1	634,0	1,18,09,5
Total	239,8	332,8		124,2	127,7		15,620,0	21,330,0	
3′ 3 3/8″ Gauge.									
Assam Bengal	63,8	64,4	7,11,4	..	..	..	394,7	443,2	30,04,2
Bengal and North Western	12,9	72,3	7,41,2	189,3	190,9	3,76,7	1,410,5	1,913,4	1,24,26,3
Bombay, Baroda and Central India	1	3,3	*	2	3,7	*	883,8	1,842,4	*
Eastern Bengal	..	65,4	*	1,7	1,8	*	243,4	575,0	*
Jodhpur	*Nil*	1,2	29,3	*Nil*	*Nil*	*Nil*	391,5	592,9	39,74,4
Madras and Southern Mahratta	21,8	22,5	*	..	..	..	820,2	1,176,0	*
Nizam's State	4	2,5	*	..	..	*	249,4	375,4	*
Rohilkund and Kumaon	..	3	7	9	9	1,1	379,1	419,9	19,28,4
South Indian	31,6	31,6	*	*Nil*	*Nil*	*Nil*	1,075,9	1,188,5	*
Total	130,6	263,5		192,1	197,3		5,848,5	8,526,7	
2′ 6″ and 2′ 0″ Gauges.									
Bengal Nagpur	..	4,0	*	..	..	..	358,7	418,1	*
Bombay, Baroda and Central India	..	..	..	..	..	..	142,7	184,2	*
Eastern Bengal	..	..	..	..	..	..	..	..	..
Great Indian Peninsula	..	..	..	..	..	..	49,6	73,8	*
North Western	*Nil*	3	*	*Nil*	1,3	*	134,9	172,1	*
South Indian	*Nil*	3	*	*Nil*	*Nil*	*Nil*	20,2	26,8	*
Total	..	4,6		..	1,3		706,1	875,0	
Total, 1937-38§	370,4	600,9	76,63,0	316,3	326,3	11,88,5	22,174,6	30,731,7	24,32,88,5
Total, 1936-37‖	358,3	562,5	75,57,8	229,7	246,9	12,04,0	23,468,0	31,891,4	26,83,38,6
Increase	12,1	38,4	1,05,2	86,6	79,4	..	..	..	..
Decrease	..	..	..	..	..	15,5	1,293,4	1,159,7	2,50,50,1

*Shown under

‡ In these totals consignments passing over two or more

† Not recorded.

§ Exclude Burma

‖ Include Burma

Railways and the earnings therefrom for the year 1937-38. (*In hundreds*)—contd.

III. Light Merchandise.

(1) Cotton, raw unpressed.			(2) Cotton, manufactured.			(3) Fodder.			Railway.
Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	
74	75	76	77	78	79	80	81	82	83
Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	5′ 6″ Gauge.
3	4	9,3	19,8	93,0	19,18,8	54,1	71,5	3,80,6	Bengal-Nagpur.
3,9	4,9	1,33,9	119,6	133,8	80,96,9	159,4	175,8	13,38,3	Bombay, Baroda and Central India.
1,2	2,7	35,2	28,2	35,5	7,88,9	42,0	53,5	2,64,2	Eastern Bengal.
4,6	5,1	1,02,0	78,0	112,0	21,81,9	149,5	184,4	9,37,3	East Indian.
5,1	6,7	74,8	136,3	219,2	51,66,5	141,4	179,5	12,36,5	Great Indian Peninsula.
2,0	2,7	1,29,6	24,8	70,5	17,65,2	29,3	62,8	7,11,7	Madras and Southern Mahratta.
2,5	2,9	57,1	3,8	19,2	4,51,5	20,9	25,7	2,04,4	Nizam's State.
79,7	82,7	5,97,1	69,7	122,6	30,46,2	120,1	171,1	8,14,6	North Western.
11,3	14,1	3,04,9	36,2	44,8	12,51,6	10,3	11,6	1,99,3	South Indian.
110,6	122,2		516,4	850,6		727,0	935,9		Total.
									3′ 3-3/8″ Gauge.
4,5	4,6	55,3	3,1	10,5	1,06,8	12,4	13,1	47,0	Assam-Bengal.
†	†	†	31,9	60,7	10,00,9	30,2	31,5	1,38,3	Bengal and North Western.
7,4	10,4	*	87,8	137,0	*	23,2	40,3	*	Bombay, Baroda and Central India.
9	1,4	*	1,9	25,1	*	20,0	29,6	*	Eastern Bengal.
30,5	31,7	1,88,7	1,5	13,8	1,90,5	10,1	18,5	88,6	Jodhpur.
9,4	10,2	*	16,4	35,9	*	55,9	90,6	*	Madras and Southern Mahratta.
1,4	1,4	*	4,6	9,2	*	12,9	13,9	*	Nizam's State.
3	5	5,4	2,3	11,9	95,6	4,8	4,9	19,9	Rohilkund and Kumaon.
15,9	20,0	*	44,0	54,0	*	20,8	23,5	*	South Indian.
70,3	80,2		193,5	358,1		190,3	265,9		Total.
									2′ 6″ and 2′ 0″ Gauges.
..	1	*	2,0	7,4	*	5,2	6,0	*	Bengal-Nagpur.
6	1,2	*	2	1,0	* *	4	7	*	Bombay, Baroda and Central India.
..	..	..	..	1	*	..	..	..	Eastern Bengal.
..	..	..	7	2,1	*	2,2	2,6	*	Great Indian Peninsula.
2,8	2,9	*	1	3,7	*	1,5	4,2	*	North Western.
2	2	*	*Nil*	3	*	5	5	*	South Indian.
3,6	4,4		3,0	14,6		9,8	14,0		Total.
184,5	206,8	16,93,3	712,9	1,223,3	2,60,61,3	927,1	1,215,8	63,80,7	Total, 1937-38 §
250,1	272,3	21,60,9	693,6	1,134,5	2,49,51,8	980,1	1,224,9	64,44,7	Total, 1936-37. ‖
..	..	..	19,3	88,8	11,09,5	..	..	..	Increase.
65,6	65,5	4,67,6	..	..	..	53,0	9,1	64,0	Decrease.

5′ 6″ gauge.

gauges or railways are considered as two or more separate consignments.

Railway figures.

Railway figures.

RlCRAccts.

29.—*Statement of Principal Commodities carried by* Class I

III. Light

Railway	(4) Fruits and vegetables, fresh.			(5) Gur, Jagree, Molasses, etc. (Not in bulk).			(6) Jute, raw.		
	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.
84	85	86	87	88.	89	90	91	92	93
5′ 6″ GAUGE.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
Bengal Nagpur	34,9	62,5	8,65,5	3,0	21,4	2,81,9	14,3	27,8	2,45,9
Bombay, Baroda and Central India	29,5	47,2	10,37,4	4,3	56,9	25,21,4	..	..	..
Eastern Bengal	127,9	149,4	7,05,4	9,2	11,7	3,47,9	378,1	755,0	1,01,20,7
East Indian	1,018,5	1,057,0	20,03,3	169,2	181,1	12,83,7	21,9	67,4	3,41,2
Great Indian Peninsula	68,4	137,9	14,39,9	35,7	134,0	13,82,5	..	..	..
Madras and Southern Mahratta	81,6	119,0	15,12,4	34,4	46,1	8,20,7	§	§	§
Nizam's State	1,4	10,8	1,82,5	4	6,7	1,30,1	..	1	6
North Western	204,3	274,7	20,57,4	195,6	253,0	26,46,2	1	5	4,7
South Indian	58,6	66,2	11,59,6	6,3	9,8	3,15,7	..	..	3
Total	1,625,1	1,924,7		458,1	720,7		414,4	850,8	
3′ 3 3/8″ GAUGE.									
Assam-Bengal	27,0	29,3	1,82,6	4,8	15,7	87,8	160,6	166,5	7,55,5
Bengal and North Western	1,616,5	1,649,0	17,03,0	53,0	54,3	3,64,8	10,5	22,1	1,92,2
Bombay, Baroda and Central India	73,0	93,3	*	3,0	172,4	*	..	..	..
Eastern Bengal	52,2	83,4	*	6,8	42,9	*	411,7	457,2	*
Jodhpur	2,8	10,4	70,3	6	19,8	1,83,0	*Nil*	1	2
Madras and Southern Mahratta	39,1	47,3	*	51,3	61,7	*	§	§	§
Nizam's State	4,0	6,2	*	4,3	7,4	*	..	..	*
Rohilkund and Kumaon	459,7	490,6	4,52,9	80,7	81,5	4,82,2	††	††	††
South Indian	130,9	146,8	*	19,4	23,0	*	..	..	*
Total	2,405,2	2,556,3		223,9	478,7		582,8	645,9	
2′ 6″ AND 2′ 0″ GAUGES.									
Bengal-Nagpur	1,2	3,1	*	5	2,5	*	..	..	..
Bombay, Baroda and Central India	7	1,4	*	1	2,3	*	..	..	..
Eastern Bengal	1	1	*	..	..	..	..	..	..
Great Indian Peninsula	4	5	*	12,9	16,8	*	..	..	..
North Western	20,2	22,5	*	7	4,0	*	*Nil*	*Nil*	*Nil*
South Indian	9	1,4	*	1	1	*	..	..	*
Total	23,5	29,0		14,3	25,7		..	..	
Total, 1937-38†	4,053,8	4,510,0	1,33,72,2	696,3	1,225,1	1,08,47,9	997,2	1,496,7	1,16,61,3
Total, 1936-37(*a*)	4,239,1	4,720,9	1,48,42,1	783,8	1,327,1	1,19,40,7	1,099,4	1,659,1	1,29,69,4
Increase	..	..	..	..	..	..	..	..	..
Decrease	185,3	210,9	14,69,9	87,5	102,0	10,92,8	102,2	162,4	13,08,1

* Shown under

‡ In these totals consignments passing over two or more

†† Not com

§ Included under

† Exclude Burma

(*a*) Include Burma

Railways and the earnings therefrom for the year 1937-38. (In hundreds)—contd.

Merchandise—*contd.*

(7) Iron and Steel, wrought.			(8) Kerosene oil in tins.			Railway.
Originating on Home line whether local or Foreign. 94	‡ Total. 95	Earnings. 96	Originating on Home line whether local or Foreign. 97	‡ Total. 98	Earnings. 99	100
Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	5′ 6″ Gauge.
618,6	640,3	36,64,2	5,7	20,0	3,51,9	Bengal-Nagpur.
73,5	96,0	23,27,0	40,8	41,0	8,66,6	Bombay, Baroda and Central India.
49,4	148,5	10,63,0	76,4	76,7	8,05,9	Eastern Bengal.
205,8	410,4	54,13,6	6,5	47,9	9,32,5	East Indian.
91,3	265,6	37,04,1	43,0	46,8	9,57,6	Great Indian Peninsula.
59,3	127,4	19,02,4	30,9	31,1	5,30,4	Madras and Southern Mahratta.
5,9	20,8	3,79,8	2	5,0	1,24,7	Nizam's State.
137,3	212,7	46,34,8	54,5	54,7	19,54,5	North Western.
13,9	36,1	8,22,2	17,2	18,8	3,43,5	South Indian.
1,255,0	1,957,8		275,2	342,0		Total.
						3′ 3-3/8″ Gauge.
22,6	32,8	3,30,5	81,2	88,5	10,10,7	Assam-Bengal.
25,1	44,0	4,01,7	1,4	12,3	1,13,0	Bengal and North Western.
14,8	60,4	*	1,2	18,2	*	Bombay, Baroda and Central India.
5,2	42,1	*	4,5	47,4	*	Eastern Bengal.
2,2	16,8	2,18,0	2	8,0	1,70,7	Jodhpur.
18,0	61,9	*	15,0	21,7	*	Madras and Southern Mahratta.
6,1	17,9	*	1,5	6,0	*	Nizam's State.
4,4	9,6	54,7	2,7	5,0	25,7	Rohilkund and Kumaon.
32,0	48,1	*	16,2	19,0	*	South Indian.
130,4	333,6		123,9	226,1		Total.
						2′ 6″ and 2′ 0″ Gauges.
1,9	5,8	*	6	3,8	*	Bengal-Nagpur.
4	2,0	*	1	2,5	*	Bombay, Baroda and Central India.
..	1	*	..	..	..	Eastern Bengal.
1,2	3,1	*	2,4	4,1	*	Great Indian Peninsula.
1,0	4,3	*	1	2,1	*	North Western.
2	4	*	1	1,0	*	South Indian.
4,7	15,7		3,3	13,5		Total.
1,390,1	2,307,1	2,49,16,0	402,4	581,6	81,87,7	Total, 1937-38. †
1,393,0	2,354,7	2,65,00,5	439,4	614,8	88,04,8	Total, 1936-37. (a)
..	..	..	..	..	..	Increase.
2,9	47,6	15,84,5	37,0	33,2	6,17,1	Decrease.

5′ 6″ gauge.
gauges or railways are considered as two or more separate consignments.
piled.
"Other Commodities."
Railway figures.
Railway figures.

29.—*Statement of Principal Commodities carried by* **Class I**

III.—Light

Railway.	(9) Petrol in tins.			(10) Tobacco.		
	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.
101	102	103	104	105	106	107
5′ 6″ Gauge.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
Bengal-Nagpur	3,0	3,2	45,6	14,9	40,3	8,67,0
Bombay, Baroda and Central India	5,3	5,4	1,42,1	39,7	44,4	11,50,6
Eastern Bengal	2,1	2,1	48,0	13,0	26,8	7,23,7
East Indian	3,2	4,7	70,2	24,7	49,2	9,46,4
Great Indian Peninsula	4,0	4,5	70,4	9,6	45,5	9,97,9
Madras and Southern Mahratta	4,2	4,3	95,9	51,1	70,1	14,45,7
Nizam's State	7	9	25,6	2,0	9,7	2,55,1
North Western	10,1	10,3	3,12,0	30,5	39,1	8,72,2
South Indian	4,8	6,0	1,37,4	14,4	18,8	4,61,1
Total	37,4	41,4		199,9	343,9	
3′ 3-3/8″ Gauge.						
Assam Bengal	3,2	3,2	47,3	2,1	9,4	1,05,1
Bengal and North Western	7	7	8,9	31,9	35,0	4,96,3
Bombay, Baroda and Central India	3,0	4,4	*	9,3	25,4	*
Eastern Bengal	7	1,3	*	20,7	36,4	*
Jodhpur	8	1,4	42,0	6	4,8	75,7
Madras and Southern Mahratta	3,5	3,8	*	23,4	29,9	*
Nizam's State	4	7	*	2,8	4,5	*
Rohilkund and Kumaon	4	4	3,0	2,4	4,1	37,0
South Indian	4,3	4,4	*	10,4	16,9	*
Total	17,0	20,3		103,6	166,4	
2′ 6″ and 2′ 0″ Gauges.						
Bengal-Nagpur	7	9	*	1,6	4,7	*
Bombay, Baroda and Central India	..	2	*	3	5	*
Eastern Bengal	..	..	..	..	3	*
Great Indian Peninsula	1	1	*	..	6	*
North Western	1	6	*	2	2,0	*
South Indian	*Nil*	3	*	*Nil*	7	*
Total	9	2,1		2,1	8,8	
Total, 1937-38 §	55,3	63,8	10,48,4	305,6	519,1	84,33,8
Total, 1936-37††	60,1	67,9	11,56,0	309,1	507,3	81,83,0
Increase	..	..	..	..	11,8	2,50,8
Decrease	4,8	4,1	1,07,6	3,5	..	..

* Shown under

‡ In these totals, consignments passing over two or more

§ Exclude Burma

†† Include Burma

Railways and the earnings therefrom for the year 1937-38. (In hundreds)—contd.

Merchandise—*concld.*

(11) Provisions.			(12) Manures (all kinds).			(13) Total light merchandise. (Items 1 to 12.)			Railway.
Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	
108	109	110	111	112	113	114	115	116	117
Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	5′ 6″ GAUGE.
83,7	140,1	22,56,9	31,5	33,5	1,18,6	883,8	1,154,0	1,10,06,2	Bengal-Nagpur.
82,3	118,7	29,58,7	49,5	67,7	4,30,7	607,8	791,8	2,10,03,6	Bombay, Baroda and Central India.
48,7	106,9	26,75,1	9,2	16,0	1,08,2	785,4	1,384,8	1,76,86,2	Eastern Bengal.
104,9	156,3	37,64,3	27,0	29,4	2,32,9	1,813,8	2,304,9	1,82,09,3	East Indian.
106,7	229,2	40,03,3	8,2	24,0	1,17,0	649,7	1,292,9	1,91,50,5	Great Indian Peninsula.
74,1	140,4	27,37,1	23,7	25,8	1,16,2	415,4	700,2	1,17,67,3	Madras and Southern Mahratta.
27,0	54,4	8,66,2	11,1	13,5	1,46,0	75,9	169,7	28,23,6	Nizam's State.
102,8	130,2	32,92,6	2,2	2,6	10,4	1,006,9	1,354,2	2,02,42,7	North Western.
84,5	114,9	28,57,4	16,9	29,8	3,70,6	274,4	370,9	82,23,6	South Indian.
714,7	1,191,1		179,3	242,3		6,513,1	9,523,4		Total.
									3′ 3-3/8″ GAUGE.
95,5†	117,2†	20,42,0†	10,4	19,8	1,81,8	427,4	510,6	49,52,4	Assam-Bengal.
53,8	71,8	9,17,9	6,4	10,2	52,0	1,861,4	1,991,6	53,89,0	Bengal and North Western.
27,2	75,8	*	10,5	12,2	*	260,4	649,8	*	Bombay, Baroda and Central India.
37,0	109,3	*	5	13,2	*	562,1	889,3	*	Eastern Bengal.
3,7	19,9	2,31,2	1	1	3	53,1	145,3	14,59,2	Jodhpur.
65,1	108,2	*	2,1	3,8	*	299,2	475,0	*	Madras and Southern Mahratta.
14,8	26,1	*	8,8	9,3	*	61,6	102,6	*	Nizam's State.
7,2	10,9	74,7	1,3	1,5	5,6	566,2	620,9	12,56,7	Rohilkund and Kumaon.
103,9	131,8	*	33,4	53,5	*	431,2	541,0	*	South Indian.
408,2	671,0		73,5	123,6		4,522,6	5,926,1		Total.
									2′ 6″ AND 2′ 0″ GAUGES.
9,6	19,3	*	1,4	1,7	*	24,7	55,3	*	Bengal-Nagpur.
3,0	5,9	*	11,9	11,9	*	17,7	29,6	*	Bombay, Baroda and Central India.
1,7	1,8	*	..	..	..	1,8	2,4	*	Eastern Bengal.
4	4,0	*	1	3,9	*	20,4	37,8	*	Great Indian Peninsula.
4,4	8,3	*	*Nil*	*Nil*	*Nil*	31,1	54,6	*	North Western.
4,3	5,2	*	5	5	*	6,8	10,6	*	South Indian.
23,4	44,5		13,9	18,0		102,5	190,3		Total.
1,146,3	1,906,6	2,86,77,4	266,7	383,9	18,90,3	11,138,2	15,639,8	14,31,70,3	Total, 1937-38. §
1,167,9	1,881,0	2,91,64,5	255,3	360,3	17,88,6	11,670,9	16,124,8	14,89,07,0	Total, 1936-37. ††
..	25,6	..	11,4	23,6	1,01,7	..	..	..	Increase.
21,6	..	4,87,1	..	..	..	532,7	485,0	57,36,7	Decrease.

5′ 6″ gauge.

ganges or railways are considered as two or more separate consignments.

† Includes Tea, Indian, 68,1 tons and Rs. 16,07,6 & Provisions for Railway employee's at special rate, 3 tons & Rs 1,4.

Railway figures.

Railway figures.

29.—*Statement of Principal Commodities carried by Class I*

Railway.	IV.—Other Commodities.			V.—Total (General Merchandise) (Heads II, III and IV.)			VI.—Military Traffic.		
	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.
118	119	120	121	122	123	124	125	126	127
5′ 6″ Gauge.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
Bengal-Nagpur	1,623,6	1,901,4	1,13,22,9	7,231,2	8,263,8	4,85,75,5	1,0	3,2	47,4
Bombay, Baroda and Central India	827,8	1,094,9	1,45,07,8	2,557,8	3,685,1	6,70,75,8	2,0	2,4	93,7
Eastern Bengal	286,6	462,1	36,70,1	1,530,8	2,504,4	2,77,17,8	6,4	11,7	24,2
East Indian	2,344,5	2,952,6	2,40,89,9	6,735,6	9,066,9	7,31,60,7	47,1	74,4	5,81,8
Great Indian Peninsula	1,947,0	2,202,7	1,82,18,9	4,172,9	6,332,2	7,20,05,7	42,8	66,1	8,42,3
Madras and Southern Mahratta	350,3	696,3	84,82,9	1,437,2	2,630,9	3,95,62,2	1,3	5,0	63,3
Nizam's State	61,5	163,1	20,60,3	470,4	970,0	1,23,20,5	1,3	12,3	79,5
North Western	1,023,0	1,294,1	1,95,10,6	5,878,0	7,162,4	9,34,80,3	248,4	288,3	22,19,1
South Indian	330,1	385,6	63,94,3	913,6	1,390,5	2,64,27,4	9	2,3	34,1
Total	8,794,4	11,152,8		30,927,5	42,006,2		351,2	465,7	
3′ 3-3/8″ Gauge.									
Assam-Bengal	99,9	163,4	13,20,8	922,0	1,117,2	92,77,4	3	9	4,1
Bengal and North Western	244,4	422,8	30,52,6	3,516,3	4,327,8	2,08,67,9	4,7	4,8	23,0
Bombay, Baroda and Central India	173,1	463,0	*	1,317,3	2,955,2	*	8,0	12,7	*
Eastern Bengal	68,7	165,3	*	874,2	1,629,6	*	1	1,5	*
Jodhpur	85,1	139,8	12,32,7	529,7	878,0	66,66,3	*Nil*	4	8,2
Madras and Southern Mahratta	176,2	311,3	*	1,295,6	1,962,3	*	2,0	4,2	*
Nizam's State	37,4	66,4	*	348,4	544,4	*	1,5	3,7	*
Rohilkund and Kumaon	49,2	94,3	4,26,6	994,5	1,135,1	36,11,7	5,9	6,5	27,9
South Indian	196,7	291,7	*	1,703,8	2,021,2	*	2	1,8	*
Total	1,130,7	2,118,0		11,501,8	16,570,8		22,7	36,5	
2′ 6″ and 2′ 0″ Gauges.									
Bengal Nagpur	84,1	103,3	*	467,5	576,7	*	..	2	*
Bombay, Baroda and Central India	23,5	35,8	*	183,9	249,6	*	..	..	..
Eastern Bengal	1	4	*	1,9	2,8	*	..	..	..
Great Indian Peninsula	3,2	10,0	*	73,2	121,6	*	..	..	..
North Western	34,0	83,0	*	200,0	309,7	*	23,2	58,0	*
South Indian	2,7	5,1	*	29,7	42,5	*	*Nil*	*Nil*	*Nil*
Total	147,6	237,6		956,2	1,302,9		23,2	58,2	
Total, 1937-38§	10,072,7	13,508,4	11,42,90,4	43,385,5	59,879,9	50,07,49,2	397,1	560,4	40,48,6
Total, 1936-37†	9,697,8	13,094,2	11,62,73,4	44,836,7	61,110,4	53,35,19,0	362,0	513,9	32,91,9
Increase	374,9	414,2	..	..	..	..	35,1	46,5	7,56,7
Decrease	..	..	19,83,0	1,451,2	1,230,5	3,27,69,8	..	..	..

* Shown under

‡ In these totals consignments passing over two or more

§ Exclude Burma

† Include Burma

Railways and the earnings therefrom for the year 1937-38. (In hundreds)--contd.

VII.—Live Stock.			VIII.—Railway Materials.			IX—Materials and Stores on Revenue Account. (1) Fuel.			Railway.
Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	
128	129	130	131	132	133	134	135	136	137
Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	5′ 6″ Gauge.
9,4	9,9	1,02,4	244,4	265,2	9,48,9	979,5	979,5	25,33,4	Bengal-Nagpur.
30,7	44,7	20,61,4	82,7	91,6	2,60,9	17,1	292,0	13,17,8	Bombay, Baroda and Central India.
4,6	5,1	1,14,9	420,3	437,6	5,27,4	5,1	247,7	6,87,9	Eastern Bengal.
24,9	40,1	16,32,0	499,0	518,1	8,75,3	1,778,3	1,778,3	59,86,0	East Indian.
18,8	21,7	4,51,0	171,4	184,6	2,98,3	608,0	1,011,4	28,31,4	Great Indian Peninsula.
10,7	11,2	2,30,2	75,6	117,3	3,34,7	1,1	526,5	27,29,6	Madras and Southern Mahratta.
..	3	24,9	5,7	11,2	58,6	225,8	225,8	3,33,4	Nizam's State.
34,5	34,6	4,99,1	760,0	760,2	7,90,4	66,9	1,251,7	49,85,6	North Western.
1,5	2,2	77,9	72,9	73,2	36,7	18,5	222,9	7,49,9	South Indian.
135,1	169,8		2,332,0	2,459,0		3,700,3	6,535,8		Total.
									3′ 3-3/8″ Gauge.
1,2	1,6	27,7	56,4	60,5	80,4	21,7	97,0	2,06,2	Assam-Bengal.
9,0	11,3	1,57,7	103,0	111,7	1,71,8	49,0	297,8	5,76,1	Bengal and North Western.
19,7	25,5	*	28,4	60,2	*	8,5	285,8	*	Bombay, Baroda and Central India.
6	5,4	*	58,2	78,5	*	8,8	114,3	*	Eastern Bengal.
1,7	1,8	22,7	123,2	133,1	80,1	3,9	68,8	1,67,1	Jodhpur.
3,2	3,4	*	11,0	31,7	*	172,2	179,6	*	Madras and Southern Mahratta.
1,1	1,1	*	8,1	10,9	*	..	33,9	*	Nizam's State.
3	4	4,1	77,7	79,5	90,1	68,1	68,1	28,2	Rohilkund and Kumaon.
1,8	1,9	*	88,9	89,8	*	45,9	168,6	*	South Indian.
38,6	52,4		554,9	655,9		378,1	1,313,9		Total.
									2′ 6″ and 2′ 0″ Gauges.
..	..	..	24,0	24,0	*	56,8	60,1	*	Bengal-Nagpur.
1	1	*	15,0	15,3	*	2	4	*	Bombay, Baroda and Central India.
..	..	..	1	1	*	..	..	..	Eastern Bengal.
..	..	..	..	..	..	..	..	..	Great Indian Peninsula.
2	5	*	35,9	38,2	*	22,0	22,0	*	North Western.
Nil	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	1	1	*	South Indian.
3	6		75,0	77,6		79,1	82,6		Total.
174,0	222,8	54,06,0	2,961,9	3,192,5	45,53,6	4,157,5	7,932,3	2,31,32,6	Total, 1937-38. §
169,6	212,2	53,42,3	4,258,7	4,491,7	52,05,2	3,919,8	7,239,1	2,05,65,1	Total, 1936-37. †
4,4	10,6	63,7	..	..	..	237,7	693,2	25,67,5	Increase.
..	..	..	1,296,8	1,299,2	6,51,6	..	..	..	Decrease.

5′ 6″ gauge.
gauges or railways are considered as two or more separate consignments.
Railway figures.
Railway figures.

29.—*Statement of Principal Commodities carried by Class I Railways and the earnings therefrom for the year 1937-38. (In hundreds)*—concld.

Railway.	IX.—Materials and Stores on Revenue Account—*concld.*						X.—Total—All Commodities. [Heads I (3) to (5), and V to IX.]		
	(2) General Stores and materials.			(3) Total.					
	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.
138	139	140	141	142	143	144	145	146	147
5′ 6″ GAUGE.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
Bengal-Nagpur	643,2	655,8	4,71,7	1,622,7	1,635,3	30,05,1	15,863,5	17,732,2	7,27,77,8
Bombay, Baroda and Central India	349,8	353,2	5,07,2	366,9	645,2	18,25,0	3,160,8	5,604,7	7,72,49,0
Eastern Bengal	199,0	234,2	4,20,5	204,1	481,9	11,08,4	2,216,8	4,989,9	3,29,69,1
East Indian	1,621,7	1,685,5	13,97,8	3,400,0	3,463,8	73,83,8	22,881,2	26,370,3	14,59,45,0
Great Indian Peninsula	764,7	764,7	6,10,4	1,372,7	1,776,1	34,41,8	6,830,3	11,045,9	8,88,56,3
Madras and Southern Mahratta	167,6	169,0	2,94,6	168,7	695,5	30,24,2	1,825,3	4,160,5	4,73,07,5
Nizam's State	58,4	59,2	72,1	284,2	285,0	4,05,5	1,755,1	2,317,5	1,64,68,7
North Western	2,501,0	2,524,0	12,03,4	2,567,9	3,775,7	61,89,0	9,997,7	13,808,6	10,98,32,4
South Indian	386,4	390,5	3,49,0	404.9	613,4	10,98,9	1,479,6	2,178,0	2,85,22,3
Total	6,691,8	6,836,1		10,392,1	13,371,9		66,010,3	88,207,6	
3′ 3-3/8″ GAUGE.									
Assam-Bengal	198,0	213,2	2,37,0	219,7	310,2	4,43,2	1,231,6	1,616,3	1,01,81,0
Bengal and North Western	261,6	273,4	2,75,1	310,6	571,2	8,51,2	4,068,1	5,464,1	2,32,17,2
Bombay, Baroda and Central India	230,0	238,8	*	238,5	524,6	*	1,691,6	4,126,1	*
Eastern Bengal	168,3	178,9	*	177,1	293,2	*	1,119,4	2,386,3	*
Jodhpur	147,4	157,7	70,6	151,3	226,5	2,37,7	821,0	1,296,8	72,54,4
Madras and Southern Mahratta	75,2	78,6	*	247,4	258,2	*	1,662,1	2,420,1	*
Nizam's State	53,7	54,3	*	53,7	88,2	*	424,6	705,2	*
Rohilkund and Kumaon	64,6	64,6	38,8	132,7	132,7	67,0	1,443,1	1,609,1	42,39,5
South Indian	1,041,8	1,057,0	*	1,087,7	1,225,6	*	3,064,0	3,524,5	*
Total	2,240,6	2,316,5		2,618,7	3,630,4		15,525,5	23,148,5	
2′ 6″ AND 2′ 0″ GAUGES.									
Bengal-Nagpur	153,7	155,7	*	210,5	215,8	*	780,6	928,1	*
Bombay, Baroda and Central India	17,5	17,9	*	17,7	18,3	*	256,9	328,0	*
Eastern Bengal	1	1	*	1	1	*	2,1	3,0	*
Great Indian Peninsula	22,4	22,4	*	22,4	22,4	*	96,2	157,8	*
North Western	28,6	33,4	*	50,6	55,4	*	411,1	590,5	*
South Indian	2,9	3,4	*	3,0	3,5	*	38,2	51,5	*
Total	225,2	232,9		304,3	315,5		1,585,1	2,058,9	
Total, 1937-38 §	9,157,6	9,385,5	59,48,2	13,315,1	17,317,8	2,90,80,8	83,120,9	113,415,0	66,48,20,2
Total, 1936-37 †	8,480,1	8,747,7	61,15,7	12,399,9	15,986,8	2,66,80,8	82,301,0	110,600,4	67,85,65,8
Increase	677,5	637,8	..	915,2	1,331,0	24,00,0	819,9	2,814,6	..
Decrease	..	..	1,67,5	..	..	..	..	..	1,37,45,6

* Shown under 5′ 6″ gauge.

‡ In these totals consignments passing over two or more gauges or railways are considered as two or more separate consignments.

§ Exclude Burma Railway figures.

† Include Burma Railway figures.

30.—ANALYSIS OF OPERATING EXPENSES OF CLASS I RAILWAYS FOR THE YEAR 1937-38.

30.—*Analysis of operating expenses of*

TABLE A.—MAINTENANCE OF

Railway.	*A I (1).—Administrative and Executive officers.			*A. I (2).—Subordinate supervising staff.			*A. I (3).—Office Staff.		
	Total amount.	Per equated track mile.	Percentage of total working expenses.	Total amount.	Per equated track mile.	Percentage of total working expenses.	Total amount.	Per equated track mile.	Percentage of total working expenses.
1	2	3	4	5	6	7	8	9	10
5′ 6″ Gauge.	Rs.	Rs.		Rs.	Rs.		Rs.	Rs.	
Bengal-Nagpur	7,78,243	267·8	1·23	6,07,814	209·2	0·96	6,06,091	208·6	0·96
Bombay, Baroda and Central India	3,45,264	205·7	0·80	3,71,310	221·2	0·86	4,16,321	248·0	0·97
Eastern Bengal	3,25,954	225·9	1·01	2,21,429	153·4	0·69	2,93,218	203·2	0·91
East Indian	10,56,014	163·0	0·83	11,06,031	170·7	0·87	9,46,601	146·1	0·74
Great Indian Peninsula	8,80,471	186·4	0·98	7,19,129	152·2	0·80	7,30,905	154·7	0·82
Madras and Southern Mahratta	3,05,536	194·3	1·08	2,16,475	137·7	0·77	2,60,810	165·9	0·93
Nizam's State	1,28,835	207·1	1·90	83,610	134·4	1·23	76,247	122·6	1·12
North Western	10,79,842	131·2	0·93	12,91,909	157·0	1·11	8,05,121	97·8	0·69
South Indian	1,54,345	197·2	1·38	1,24,385	158·9	1·12	1,10,297	140·9	0·99
3″ 3½″ Gauge.									
Assam-Bengal	2,45,341	241·6	1·52	1,64,801	162·3	1·02	1,50,526	148·2	0·93
Bengal and North Western	‡	‡	‡	‡	‡	‡	‡	‡	‡
Bombay, Baroda and Central India	3,01,450	201·0	1·03	2,97,262	198·2	1·01	3,13,266	208·9	1·07
Eastern Bengal	1,21,123	126·4	0·80	1,31,286	137·0	0·87	1,43,801	150·1	0·96
Jodhpur	1,07,286	149·6	1·63	49,903	69·6	0·76	53,994	75·3	0·82
Madras and Southern Mahratta	2,69,121	174·1	1·30	2,22,816	144·2	1·08	1,82,669	118·2	0·89
Nizam's State	1,00,557	234·4	2·06	68,462	159·6	1·40	58,718	136·9	1·20
Rohilkund and Kumaon	‡	‡	‡	‡	‡	‡	‡	‡	‡
South Indian	3,70,416	206·2	1·43	2,84,313	158·2	1·10	2,70,137	150·4	1·04
2′ 6″ and 2′ 0″ Gauges.									
Bengal Nagpur	64,279	108·1	1·32	82,325	138·4	1·69	52,152	87·7	1·07
Bombay, Baroda and Central India	12,159	90·3	1·46	13,321	98·9	1·60	2,701	20·1	0·32
Eastern Bengal	1,273	54·6	0·98	252	10·8	0·20	586	25·2	0·45
Great Indian Peninsula	4,622	30·5	1·08	7,057	46·5	1·65	4,506	29·7	1·06
North Western	1,00,849	173·6	1·71	1,04,561	180·0	1·77	78,698	135·5	1·33
South Indian	20,051	247·6	4·21	7,377	91·1	1·55	13,581	167·7	2·86

* According to the revised form introduced from 1931-32.
† According to the form prior to 1931-32.

STRUCTURAL WORKS.

A.I.—Administration—Total.			A.II-1(*a*)—Track—Ordinary repairs and maintenance.			†A. II-1 (*b*) and A. II (3).—Bridges, tunnels and conservancy of rivers. *A. II-1(*c*).—Bridges—ordinary repairs and maintenance.			*A. II-1 (*d*).—Service buildings, ordinary repairs and maintenance.			Railway.
Total amount.	† Per mile of track including sidings. *Per equated track mile.	Percentage of total working expenses.	Total amount.	† Per mile of track including sidings. *Per equated track mile.	Percentage of total working expenses.	Total amount.	†Per mile of track including sidings. *Per 100 lineal feet of opening per track.	Percentage of total working expenses.	Total amount.	Per 100 square feet of plinth area per floor.	Percentage of total working expenses.	
11	12	13	14	15	16	17	18	19	20	21	22	23
Rs.	Rs		Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		5′ 6″ Gauge.
21,47,546	*739·0	3·40	25,38,328	*873·5	4·01	*1,63,370	*88·9	0·26	3,24,106	6·64	0·51	B. N.
12,59,893	*750·6	2·93	17,06,189	*1,016·5	3·97	*1,21,821	*90·0	0·28	2,03,037	‡	0·47	B. B. & C. I.
9,79,380	*678·7	3·04	11,18,192	*774·9	3·48	*1,05,105	*158·3	0·32	2,21,030	4·51	0·69	E. B.
35,74,950	*551·8	2·81	57,37,573	*885·6	4·51	*¶5,37,064	*118·8	0·42	14,91,894	9·63	1·17	E. I.
25,55,678	*541·0	2·85	40,72,176	*862·0	4·55	*1,79,427	*77·5	0·20	3,68,316	2·92	0·41	G. I. P.
(*b*)8,50,891	*541·1	3·02	12,04,462	*766·0	4·27	*81,526	*71·6	0·29	1,17,989	2·54	0·42	M. & S. M.
3,17,340	*510·2	4·68	4,83,037	*776·6	7·12	*¶17,697	*56·0	0·26	23,241	‡	0·34	N. S.
35,98,362	*437·2	3·10	57,54,930	*699·3	4·95	*3,09,861	*79·8	0·27	6,52,929	3·78	0·56	N. W.
4,20,672	*537·5	3·77	4,76,216	*608·4	4·26	*¶67,915	*140·1	0·61	68,276	5·41	0·61	S. I.
												3′ 3½″ Gauge.
6,12,799	*603·4	3·79	12,89,645	*1,269·8	7·97	*97,476	*115·4	0·60	1,58,415	‡	0·98	A. B.
6,14,079	(*e*) †228·6	3·35	9,43,745	(*f*) †351·3	5·15	†80,984	(*i*) †30·2	0·44	2,24,060	‡	1·22	B. & N. W.
9,86,074	*657·5	3·36	12,97,701	*865·3	4·42	*44,098	*43·5	0·15	1,75,435	4·95	0·60	B. B. & C. I.
4,45,107	*464·6	2·96	7,29,211 (*a*)	*761·1	4·84	*46,191 (*a*)	*71·1	0·31	80,032 (*a*)	6·57	0·53	E. B.
2,23,560	*311·7	3·40	5,31,224	*740·7	8·08	*¶31,264	*155·0	0·47	26,045	2·85	0·40	Jodhpur.
(*b*) 7,35,397	*475·8	3·56	14,66,878	*949·1	7·11	*58,796	*52·0	0·28	60,905	3·51	0·30	M. & S. M.
2,53,239	*590·3	5·19	4,13,504	*963·9	8·47	*¶10,984	*35·4	0·22	19,049	‡	0·39	N. S.
1,04,728	(*g*) †151·8	2·77	2,67,598	(*h*) †387·8	7·10	†57,861	(*j*)†83·9	1·54	‡	‡	‡	R. & K.
10,02,115	*557·8	3·87	8,21,999	*457·5	3·17	*¶61,924	*46·9	0·24	1,70,842	3·62	0·66	S. I.
												2′ 6″ & 2′ 3″ Gauges.
2,11,671	*355·9	4·34	5,20,382	*875·0	10·7	*31,950	*68·0	0·65	32,249	7·13	0·66	B. N.
28,972	*215·1	3·47	1,06,568	*791·4	12·8	*1,706	‡	0·20	1,967	‡	0·24	B. B. & C. I.
2,431	*104·3	1·88	15,607	*669·8	12·1	..	..	..	189	0·82	0·14	E. B.
16,805	*110·8	3·94	79,837	*526·2	18·7	*1,796	*13·7	0·42	1,801	1·68	0·42	G. I. P.
3,26,088	*561·3	5·52	4,51,585	*777·3	7·64	*24,596	*42·5	0·42	36,323	5·62	0·61	N. W.
44,387	*548·2	0·33	30,868	*381·2	6·49	*¶803	*30·1	0·17	2,151	8·63	0·45	S. I.

‡ Information not available.

¶ Includes expenditure on tunnels.

(*a*) Includes the freight of stores pertaining to this head, booked in accounts under the head A-II-6 (*a*) "Carriage of Revenue Stores."

(*b*) Includes expenditure booked under "Furniture and Sundries" (A-II—2-C. of the C. and R. a/cs) B. G. Rs. 4,207 M. G. Rs. 1,234.

	Per mile of line maintained. Rs.	Per train mile. As.
(*e*)	289·6	1·01
(*f*)	445·0	1·55
(*g*)	183·8	0·77
(*h*)	469·6	1·98
(*i*)	38·2	0·13
(*j*)	101·5	0·43

30.—*Analysis of operating expenses of*

TABLE A.—MAINTENANCE OF

Railway.	*A. II 1 (*f*).—Residential buildings—Ordinary repairs and maintenance.			*A II 1 (*b*), (*e*), (*g*), (*h*), and (*i*).—Other items—Ordinary repairs and maintenance.		*A. II 1—All items, total, ordinary repairs and maintenance.		
	Total amount.	Per 100 square feet of plinth area per floor.	Percentage of total working expenses.	Total amount.	Percentage of total working expenses.	Total amount.	Per equated track mile.	Percentage of total working expenses.
24	25	26	27	28	29	30	31	32
5′ 6″ Gauge.	Rs.	Rs.		Rs.		Rs.	Rs.	
Bengal-Nagpur	8,33,770	7·58	1·32	1,20,811	0·19	39,80,385	1,369·7	6·29
Bombay, Baroda and Central India	1,65,359	‡	0·39	17,457	0·04	22,13,863	1,318·9	5·15
Eastern Bengal	3,07,883	5·36	0·96	2,71,765	0·84	20,23,975	1,402·5	6·29
East Indian	(*c*) 9,20,783	3·68	0·73	(*a*) 3,41,115	0·27	90,28,429	1,393·5	7·10
Great Indian Peninsula	4,63,139	4·48	0·52	2,56,475	0·29	53,39,533	1,130·3	5·96
Madras and Southern Mahratta	1,29,401	2·57	0·46	84,128	0·30	16,17,506	1,028·6	5·74
Nizam's State	64,238	‡	0·95	(*h*) 28,361	0·42	6,16,574	991·3	9·09
North Western	7,25,501	2·49	0·63	6,36,544	0·55	80,79,765	981·7	6·96
South Indian	59,093	3·64	0·53	(*h*) 4,413	0·04	6,75,913	863·5	6·05
3′ 3¼″ Gauge.								
Assam-Bengal	3,11,089	‡	1·92	88,857	0·55	19,45,482	1,915·6	12·0
Bengal and North Western	1,39,842	‡	0·76	2,52,843	1·38	§39,161	§ (*m*)	§ 0·21
Bombay, Baroda and Central India	2,28,362	3·45	0·78	51,695	0·18	17,97,291	1,198·5	6·13
Eastern Bengal	1,29,553	8·31	0·86	1,39,719	0·93	11,24,706	1,173·9	7·47
Jodhpur	(*d*) 68,495	4·96	1·04	(*h*) 13,099	0·20	(*d*) 6,70,127	934·4	10·2
Madras and Southern Mahratta	70,780	1·82	0·34	45,014	0·22	17,02,373	1,101·5	8·25
Nizam's State	49,400	‡	1·01	(*h*) 17,056	0·35	5,09,993	1,188·9	10·4
Rohilkund and Kumaon	‡	‡	‡	(*b*)93,985	2·49	§7,848	§(*n*)	§ 0·21
South Indian	1,73,604	3·40	0·67	(*h*) 22,069	0·09	12,50,438	696·0	4·83
2′ 6″ and 2′ 0″ Gauges.								
Bengal-Nagpur	48,744	6·47	1·00	8,429	0·17	6,41,754	1,079·1	13·2
Bombay, Baroda and Central India	2,211	‡	0·26	437	0·05	1,12,889	838·3	13·5
Eastern Bengal	285	1·06	0·22	729	0·56	16,805	721·2	13·0
Great Indian Peninsula	2,360	1·32	0·55	1,902	0·45	87,696	578·0	20·6
North Western	39,578	2·64	0·67	35,824	0·61	5,87,906	1,011·9	9·95
South Indian	1,434	3·62	0·30	(*h*) 310	0·06	35,566	439·3	7·47

(*a*) Represents expenditure on shore connections at Ferries and Miscellaneous.

(*b*) Represents other structural works —A.-II 1 (c) to (g) according to the form prior to 1931-32.

(*c*) Includes expenditure incurred on Electric Power stations and sub-stations.

(*d*) Includes the freight of stores pertaining to this head, booked in a/cs under the head "A-II-6 (*a*)—Carriage of Revenue Stores."

§ Represents equipment—A-II 2 according to the form prior to 1931-32.

(*h*) Excludes expenditure on 'Tunnels' included under 'Bridges' A-II-I (C).

Class I Railways for the year 1937-38—contd.

STRUCTURAL WORKS—*contd.*

*A.II 2—Special maintenance.		*A II 3 (*d*).—Signals and Interlocking—Ordinary repairs and maintenance. (Equipment).			A. II—Total repairs and maintenance.			Railway.
Total amount.	Percentage of total working expenses.	Total amount.	Per lever.	Percentage of total working expenses.	Total amount.	†Per mile of track including sidings. *Per equated track mile.	Percentage of total working expenses.	
33	34	35	36	37	38	39	40	41
Rs.		Rs.	Rs.		Rs.	Rs.		5′ 6″ Guage.
..	..	4,55,593	50·0	0·72	58,01,527	*1,996·4	9·17	Bengal-Nagpur.
6,27,262	1·46	3,50,110	39·6	0·82	33,79,078	*2,013·1	7·87	Bombay, Baroda and Central India.
5,29,815	1·65	4,42,773	71·8	1·38	41,20,584	*2,855·4	12·8	Eastern Bengal.
‡	‡	6,27,998	34·2	0·49	1,17,61,814	*1,815·4	9·25	East Indian.
1,70,320	0·19	4,70,101	36·4	0·52	64,43,985	*1,364·1	7·19	Great Indian Peninsula.
..	..	1,74,372	25·0	0·62	19,21,927 (*i*)	*1,222·2	6·82	Madras and Southern Mahratta.
‡	‡	21,607	21·6	0·32	7,32,005	*1,176·9	10·8	Nizam's State.
3,25,973	0·28	7,59,669	48·5	0·65	97,26,286	*1,181·8	8·38	North Western.
7,357	0·07	34,986	14·8	0·31	8,34,531	*1,066·2	7·47	South Indian.
								3′ 3⅜″ Guage.
—18	0·00	76,008	35·6	0·47	24,28,075	*2,390·7	15·0	Assam-Bengal.
3,42,595	1·87	‡	‡	‡	24,48,402	† 911·5 (*e*)	13·4	Bengal and North Western.
51,163	0·17	1,66,050	27·9	0·56	21,26,710	*1,418·1	7·25	Bombay, Baroda and Central India.
1,64,712	1·09	4,955	1·41	0·03	14,50,016	*1,513·4	9·63	Eastern Bengal.
15,681	0·24	(*d*)16,184	8·73	0·25	8,05,074	*1,122·5	12·2	Jodhpur.
16,711	0·08	1,20,086	33·3	0·58	20,43,398 (*i*)	*1,322·2	9·90	Madras and Southern Mahratta.
‡	‡	18,040	22·3	0·37	5,91,805	*1,379·6	12·1	Nizam's State.
‡	‡	‡	‡	‡	4,89,367	†709·2 (*g*)	13·0	Rohilkund and Kumaon.
1,80,835	0·70	1,10,425	20·9	0·43	18,10,094	*1,007·5	6·99	South Indian.
								2′ 6″ and 2′ 0″ Guages.
..	..	2,782	38·6	0·06	7,48,681	*1,258·9	15·4	Bengal-Nagpur.
5,064	0·61	..	..	..	1,25,117	*929·1	15·0	Bombay, Baroda and Central India.
..	..	364	6·28	0·28	17,496	*750·9	13·5	Eastern Bengal.
2,057	0·48	270	1·06	0·06	99,805	*675·8	23·4	Great Indian Peninsula.
32,839	0·56	6,720	9·13	0·11	6,25,624	*1,076·8	10·6	North Western.
335	0·70	2,265	73·1	0·48	43,129	*532·7	9·06	South Indian.

* According to the revised form introduced from 1931-32.

† According to the form prior to 1931-32.

‡ Information not available.

	Per mile of line maintained. Rs.	Per mile of track including sidings. Rs.	Per train mile, Rs
(*m*)	18·5	14·6	0·07
(*n*)	13·8	11·4	0·06
(*e*)	1,154·5	..	4·03
(*g*)	858·7	..	3·62

(*i*) Excludes expenditure on 'Furniture and Sundries' (AII-2. c. of C. and R. Accts.) taken under

30.—*Analysis of operating expenses of*

Railway.	TABLE A.—MAINTENANCE OF STRUCTURAL WORKS—*concld.*			TABLE B.—MAINTENANCE AND SUPPLY						
	TOTAL MAINTENANCE OF STRUCTURAL WORKS—*** (TOTAL ABSTRACT A.)			GENERAL ADMINISTRATION—(B. I.).					LOCOMOTIVES—(*a*)	
	Total amount.	†Per mile of track including sidings. *Per equated track mile.	Percentage of total working expenses.	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses.	Amount.	Per engine mile.
42	43	44	45	46	47	48	49	50	51	52
5′ 6″ GAUGE.	Rs.	Rs.		Rs.	As.	Rs.	As.		Rs.	As.
Bengal-Nagpur	79,49,073	*2,735·4	12·6	13,87,540	1·14	0·14	1·56	2·20	18,09,310	1·48
Bombay, Baroda and Central India.	46,38,971	*2,763·7	10·8	6,32,775	1·17	0·14	1·45	1·47	9,59,508	1·78
Eastern Bengal	50,99,964	*3,534·0	15·9	7,92,748	1·28	0·22	1·63	2·46	6,57,398	1·12
East Indian	1,53,36,764	*2,367·2	12·1	31,44,782	1·19	0·14	1·55	2·47	37,06,934	1·40
Great Indian Peninsula	89,99,663	*1,905·2	10·1	16,90,424	1·32	0·16	1·59	1·89	18,04,143	1·41
Madras and Southern Mahratta	27,72,818	*1,763·3	9·84	5,46,014	0·99	0·14	1·21	1·94	7,86,320	1·45
Nizam's State	10,49,345	*1,687·1	15·5	1,85,813	1·12	0·15	1·49	2·74	1,58,975	0·96
North Western	1,33,24,648	*1,619·0	11·5	21,08,435	1·10	0·15	1·36	1·82	34,26,009	1·79
South Indian	12,55,203	*1,603·6	11·2	2,47,489	0·83	0·16	0·93	2·22	2,94,103	0·99
3′ 3⅜″ GAUGE.										
Assam-Bengal	30,40,874	*2,994·1 (*a*)	18·8	3,23,965	0·89	0·23	1·09	2·00	3,01,754	0·83
Bengal and North Western	30,62,481	†1,140·1	16·7	3,16,746	0·48	0·11	0·52	1·73	**	**
Bombay, Baroda and Central India.	31,12,784	*2,075·7	10·6	9,74,385	1·50	0·34	1·82	3·32	8,98,253	1·39
Eastern Bengal	18,95,123	*1,978·0	12·6	3,12,562	0·96	0·19	1·04	2·07	2,81,380	0·80
Jodhpur	10,28,634	*1,434·2	15·6	1,28,728	0·75	0·17	0·94	1·96	2,20,437	1·28
Madras and Southern Mahratta	27,78,795	*1,798·0	13·5	4,00,238	0·70	0·19	0·83	1·95	5,52,966	0·97
Nizam's State	8,45,044	*1,969·9 (*b*)	17·3	1,42,018	1·12	0·29	1·31	2·91	96,848	0·80
Rohilkund and Kumaon	‡‡5,94,095	†861·0	15·8	83,757	0·50	0·18	0·61	2·23	**	**
South Indian	28,12,209	*1,565·2	10·9	5,75,209	0·83	0·26	0·93	2·22	6,44,426	0·94
2′ 6″ AND 2′ 0″ GAUGES.										
Bengal-Nagpur	9,60,352	*1,614·9	19·7	1,10,185	0·75	0·32	0·94	2·26	2,11,774	1·45
Bombay, Baroda and Central India.	1,54,089	*1,144·3	18·5	8,837	0·29	0·20	0·32	1·06	70,577	2·27
Eastern Bengal	19,927	*855·2	15·4	1,451	0·16	0·20	0·19	1·12	6,985	0·96
Great Indian Peninsula	1,16,610	*768·6	27·3	3,529	0·11	0·06	0·13	0·83	24,345	0·80
North Western	9,51,712	*1,638·1	16·1	1,11,991	1·25	0·63	1·51	1·90	1,89,538	2·12
South Indian	87,516	*1,080·8	18·4	17,049	0·77	0·60	0·80	3·58	14,239	0·64

* According to the revised form introduced from 1931-32.

† According to the form prior to 1931-32.

Per mile of line maintained.	Per train mile.
Rs.	As.
(*a*) 1,444·0	(*a*) 5·04
(*b*) 1,042·5	(*b*) 4·39

‡‡ Exclusive of value of stores returned to stock Rs. 569.

** Included under workshop repairs.

*** Excluding Depreciation or Replacements and Renewals as the case may be.

Class I Railways for the year 1937-38—contd.

OF LOCOMOTIVE POWER.

Running Repairs—[B. II.-1 (*a*)].			Locomotives—(*b*) Workshop Repairs [B.-II.-1 (*b*)].					Railway.
Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses.	Amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses.	
53	54	55	56	57	58	59	60	61
Rs.	As.		Rs.	As.	Rs.	As.		5′ 6″ Gauge.
0·18	2·03	2·86	27,02,634	2·21	0·28	3·04	4·27	B. N.
0·22	2·20	2·23	10,27,249	1·90	0·23	2·35	2·39	B. B. & C. I.
0·18	1·36	2·04	14,13,350	2·40	0·39	2·91	4·40	E. B.
0·17	1·83	2·92	52,01,951	1·97	0·23	2·56	4·09	E. I.
0·17	1·70	2·02	29,74,007	2·33	0·29	2·80	3·32	G. I. P.
0·19	1·77	2·79	14,55,959	2·68	0·35	3·27	5·17	M. & S. M.
0·12	1·27	2·34	2,48,624	1·60	0·20	1·99	3·66	N. S.
0·25	2·20	2·95	39,57,195	2·07	0·29	2·54	3·41	N. W.
0·19	1·11	2·63	4,72,537	1·58	0·30	1·78	4·23	S. I.
								3′ 3⅜″ Gauge.
0·21	1·02	1·86	4,47,611	1·22	0·32	1·52	2·77	A. B.
**	**	**	‡11,76,869	‡1·60	‡0·43	‡1·94	‡6·42	B. & N. W.
0·31	1·68	3·06	15,97,914	2·47	0·55	2·99	5·45	B. B. & C. I.
0·17	0·93	1·87	4,69,337	1·28	0·29	1·56	3·12	E. B.
0·30	1·61	3·35	1,78,795	1·04	0·24	1·30	2·72	Jodhpur.
0·25	1·15	2·68	9,59,742	1·69	0·45	1·99	4·65	M. & S. M.
0·20	0·90	1·98	1,71,629	1·28	0·36	1·59	3·51	N. S.
**	**	**	‡2,84,164	‡1·70	‡0·59	‡2·10	‡7·54	R. & K.
0·29	1·04	2·49	8,41,815	1·22	0·38	1·35	3·25	S. I.
								2′ 6″ & 2′ 0″ Gauges.
0·61	1·81	4·34	2,86,435	1·95	0·82	2·45	5·88	B. N.
1·64	2·57	8·46	50,323	1·61	1·17	1·84	6·03	B. B. & C. I.
0·95	0·92	5·40	15,467	2·08	2·12	2·05	12·0	E. B.
0·44	0·87	5·70	26,822	0·88	0·49	0·96	6·29	G. I. P.
1·07	2·55	3·21	2,25,272	2·52	1·27	3 04	3 81	N. W
0·51	0·67	2·99	22,668	1·03	0·80	1·06	4·76	S. I.

‡ Includes running repairs.

30.—*Analysis of operating expenses of*

TABLE B.—MAINTENANCE AND SUPPLY OF LOCOMOTIVE

Railway.	Equipment (B. II. 3).					Total Ordinary Repairs and		
	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses.	Total amount.	Per engine mile.	Per 1,000 gross ton miles.
62	63	64	65	66	67	68	69	70
5′ 6″ Gauge.	Rs.	As.	Rs.	As.		Rs.	As.	Rs.
Bengal-Nagpur	7,87,302	0·65	0·08	0·88	1·25	53,13,245	4·35	0·54
Bombay, Baroda and Central India	1,08,608	0·20	0·02	0·24	0·25	20,97,924	3·88	0·47
Eastern Bengal	2,95,423	0·48	0·08	0·61	0·92	23,71,728	4·00	0·65
East Indian	7,18,861	0·28	0·03	0·36	0·56	96,57,255	3·66	0·43
Great Indian Peninsula	3,46,942	0·27	0·03	0·33	0·39	51,39,021	4·02	0·49
Madras and Southern Mahratta	2,49,975	0·45	0·06	0·56	0·89	24,98,169	4·59	0·60
Nizam's State	22,228	0·16	0·02	0·18	0·33	4,32,245	2·72	0·34
North Western	8,52,080	0·45	0·06	0·55	0·73	82,88,535	4·34	0·60
South Indian	28,509	0·09	0·02	0·11	0·26	7,97,544	2·67	0·51
3′ 3⅜″ Gauge.								
Assam-Bengal	93,870	0·25	0·07	0·32	0·58	8,43,235	2·30	0·60
Bengal and North-Western	64,661	0·16	0·02	0·10	0·35	12,47,947	1·76	0·45
Bombay, Baroda and Central India	2,37,956	0·37	0·08	0·44	0·81	27,41,521	4·24	0·94
Eastern Bengal	1,30,714	0·32	0·08	0·43	0·87	8,84,578	2·40	0·54
Jodhpur	2,115	0·01	0·00	0·01	0·03	4,05,533	2·36	0·55
Madras and Southern Mahratta	77,909	0·14	0·04	0·16	0·38	16,02,510	2·82	0·75
Nizam's State	13,147	0·16	0·02	0·12	0·28	2,84,321	2·24	0·59
Rohilkund and Kumaon	22,294	0·13	0·05	0·16	0·59	3,06,458	1·83	0·64
South Indian	66,440	0·10	0·03	0·11	0·26	15,58,850	2·27	0·70
2′ 6″ and 2′ 0″ Gauges.								
Bengal-Nagpur	22,256	0·15	0·06	0·19	0·46	5,21,237	3·56	1·49
Bombay, Baroda and Central India	654	0·02	0·02	0·02	0·08	1,21,554	3·90	2·83
Eastern Bengal	199	0·00	0·03	0·03	0·16	22,651	3·04	3·10
Great Indian Peninsula	190	0·01	0·00	0·01	0·04	51,357	1·69	0·93
North-Western	12,283	0·14	0·07	0·17	0·21	4,27,603	4·79	2·41
South Indian	2,107	0·10	0·08	0·10	0·44	39,093	1·77	1·39

Class I Railways for the year 1937-38—contd.

POWER—*contd.*

Maintenance—(B-II).		Running Staff—(B.-III-1).					Fuel—(B.III-2).					Railway.
Per train mile.	Percentage of total working expenses.	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses.	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses.	
71	72	73	74	75	76	77	78	79	80	81	82	83
As.		Rs.	As.	Rs.	As.		Rs.	As.	Rs.	As.		5′ 6″ Gauge.
5·97	8·40	33,82,482	2·77	0·35	3·80	5·35	46,52,512	3·81	0·47	5·22	7·36	B. N.
4·79	4·88	22,09,076	4·09	0·50	5·06	5·14	43,66,790	8·09	0·98	9·99	10·2	B. B. & C.I.
4·89	7·38	13,08,196	2·40	0·36	2·69	4·08	26,82,999	4·64	0·73	5·53	8·35	E. B.
4·76	7·59	66,13,153	2·50	0·29	3·27	5·20	1,05,93,667	4·01	0·47	5·23	8·33	E. I.
4·84	5·74	46,30,788	3·62	0·44	4·36	5·17	86,88,480	6·80	0·83	8·18	9·70	G. I. P.
5·61	8·87	15,27,844	2·81	0·37	3·43	5·42	41,75,850	7·68	1·01	9·38	14·8	M. & S. M.
3·46	6·37	3,68,972	2·40	0·29	2·96	5·44	5,01,953	3·20	0·40	4·03	7·40	N. S.
5·33	7·14	55,88,685	2·92	0·40	3·58	4·79	1,92,38,306	10·1	1·39	12·4	16·6	N. W.
3·01	7·14	7,83,473	2·63	0·51	2·96	7·02	21,23,475	7·11	1·36	8·02	19·0	S. I.
												3′ 3¼″ Gauge.
2·86	5·21	5,00,064	1·37	0·36	1·69	3·09	13,31,284	3·65	0·95	4·52	8·23	A. B.
2·05	6·81	7,09,048	0·96	0·25	1·16	3·86	15,00,933	1·92	0·53	2·47	8·19	B. N. & N .W.
5·12	9·35	21,05,641	3·25	0·72	3·93	7·18	34,92,910	5·40	1·20	6·53	11·9	B. B. & C. I.
2·93	5·88	5,93,565	1·60	0·37	1·97	3·93	12,36,293	3·36	0·75	4·10	8·21	E. B.
2·95	6·16	2,52,021	1·47	0·34	1·84	3·83	8,82,516	5·14	1·19	6·43	13·4	Jodhpur.
3·32	7·77	13,98,152	2·46	0·65	2·90	6·78	31,02,804	5·47	1·45	6·42	15·0	M. & S. M.
2·63	5·82	2,64,693	2·08	0·55	2·44	5·41	4,05,348	3·04	0·84	3·75	8·31	N. S.
2·26	8·13	1,19,688	0·72	0·25	0.89	3·19	5,76,117	3·45	1·20	4·26	15·3	R. & K.
2·51	6·02	17,00,394	2·47	0·77	2·73	6·57	35,37,458	5·14	1·60	5·69	13·7	S. I.
												2′ 6″ & 2′ 0″ Gauges.
4·46	10·7	2,68,101	1·83	0·77	2·29	5·50	3,42,214	2·33	0·98	2·93	7·02	B. N.
4·43	14·6	59,215	1·90	1·38	2·16	7·10	94,721	3·04	2·20	3·45	11·4	B. B. & C. I.
3·00	17·5	18,724	2·56	2·57	2·47	14·5	10,044	1·28	1·38	1·33	7·77	E. B.
1·84	12·0	39,103	1·28	0·71	1·40	9·16	59,722	1·96	1·09	2·14	14·0	G. I. P.
5·76	7·23	2,80,257	3·14	1·58	3·78	4·74	7,69,959	8·62	4·33	10·4	13·0	N. W.
1·83	8·21	44,565	2·02	1·58	2·09	9·37	56,528	2·56	2·01	2·64	11·9	S. I.

30.—*Analysis of operating expenses of*

TABLE B.—MAINTENANCE AND SUPPLY OF LOCOMOTIVE

Railway.	Water, wages, Oil, Tallow and other Stores—B. III (3) and (4).					Total Operating	
	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses.	Total amount.	Per engine mile.
84	85	86	87	88	89	90	91
5′ 6″ Gauge.	Rs.	As.	Rs.	As.		Rs.	As.
Bengal-Nagpur	5,83,807	0·48	0·06	0·66	0·92	85,52,138	7·01
Bombay, Baroda and Central India	3,06,699	0·57	0·07	0·70	0·71	68,71,234	12·7
Eastern Bengal	2,26,855	0·32	0·06	0·47	0·70	41,39,409	7·04
East Indian	14,28,964	0·54	0·06	0·70	1·12	1,91,95,061	7·27
Great Indian Peninsula	10,85,117	0·85	0·11	1·02	1·21	1,45,32,896	11·4
Madras and Southern Mahratta	3,79,942	0·69	0·09	0·85	1·35	61,04,851	11·2
Nizam's State	91,274	0·64	0·07	0·73	1·34	11,20,189	7·04
North Western	13,70,088	0·72	0·10	0·88	1·18	2,54,26,842	13·3
South Indian	1,64,584	0·55	0·10	0·62	1·47	31,24,570	10·5
3′ 3⅜″ Gauge.							
Assam-Bengal	1,08,164	0·29	0·07	0·37	0·67	19,78,290	5·42
Bengal and North-Western	2,65,887	0·32	0·10	0·44	1·45	30,18,682	3·84
Bombay, Baroda and Central India	2,71,334	0·42	0·09	0·50	0·93	58,58,813	9·06
Eastern Bengal	1,03,515	0·32	0·06	0·35	0·69	19,36,231	5·28
Jodhpur	1,34,584	0·78	0·18	0·98	2·04	12,73,423	7·42
Madras and Southern Mahratta	3,36,102	0·59	0·16	0·71	1·63	48,52,657	8·55
Nizam's State	70,920	0·48	0·15	0·66	1·45	7,61,752	5·76
Rohilkund and Kumaon	68,086	0·41	0·14	0·51	1·81	7,61,517	4·57
South Indian	2,81,886	0·41	0·13	0·46	1·09	55,41,527	8·05
2′ 6″ and 2′ 0″ Gauges.							
Bengal Nagpur	81,005	0·55	0·23	0·70	1·67	6,97,217	4·75
Bombay, Baroda and Central India	15,945	0·51	0·37	0·58	1·91	1,76,952	5·68
Eastern Bengal	3,491	0·48	0·47	0·47	2·70	32,523	4·32
Great Indian Peninsula	14,960	0·49	0·27	0·53	3·50	1,16,377	3·82
North-Western	76,977	0·86	0·43	1·03	1·30	11,41,066	12·8
South Indian	7,730	0·35	0·27	0·36	1·62	1,09,535	4·96

Class I Railways for the year 1937-38—contd.

POWER—*concld.*

Expenses—(B. III.)			Total Maintenance and Supply of Locomotive power—(Total Abstract B).*					Railway.
Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses.	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses.	
92	93	94	95	96	97	98	99	100
Rs.	As.		Rs.	As.	Rs.	As.		5′ 6″ Gauge.
0·88	9·60	13·5	1,52,52,923	12·5	1·56	17·1	24·1	B. N.
1·55	15·7	16·0	96,01,933	17·8	2·16	22·0	22·4	B. B. & C. I.
1·13	8·54	12·9	73,03,885	12·3	2·00	15·1	22·7	E. B.
0·85	9·47	15·1	3,19,97,098	12·1	1·42	15·8	25·2	E. I.
1·39	13·7	16·2	2,13,62,341	16·7	2·04	20·1	23·9	G. I. P.
1·48	13·7	21·7	91,49,034	16·8	2·22	20·5	32·5	M. & S. M
0·88	8·98	16·5	17,38,247	10·9	1·37	13·9	25·6	N. S.
1·84	16·3	21·9	3,58,23,812	18·8	2·59	23·0	30·8	N. W.
2·01	11·8	28·0	41,69,603	14·0	2·68	15·7	37·3	S. I.
								3′ 3⅜″ Gauge.
1·40	6·71	12·2	31,45,490	8·61	2·23	10·7	19·4	A. B.
1·07	4·97	16·5	45,83,375	6·08	1·65	7·54	25·0	B. & N. W.
2·01	11·0	20·0	95,74,719	14·8	3·29	17·9	32·7	B. B. & C. I.
1·18	6·42	12·9	31,33,371	8·64	1·91	10·4	20·8	E. B.
1·72	9·28	19·4	18,07,684	10·5	2·44	13·2	27·5	Jodhpur.
2·26	10·1	23·5	68,55,405	12·1	3·20	14·2	33·2	M. & S. M.
1·58	7·04	15·6	11,88,091	9·12	2·46	11·0	24·3	N. S.
1·58	5·64	20·2	‡11,51,732	6·90	2·40	8·51	30·5	R. & K.
2·50	8·93	21·4	76,75,586	11·2	3·46	12·4	29·6	S. I.
								2′ 6″ & 2′ 0″ Gauges.
2·00	5·97	14·3	13,28,639	9·06	3·81	11·4	27·3	B. N.
4·12	6·45	21·2	3,07,343	9·87	7·15	11·2	36·8	B. B. & C. I.
4·46	4·31	25·2	56,625	7·52	7·76	7·50	43·8	E. B.
2·12	4·16	27·3	1,71,263	5·62	3·11	6·13	40·1	G. I. P.
6·42	15·4	19·3	16,80,660	18·8	9·46	22·6	28·4	N. W.
3·88	5·12	23·0	1,65,677	7·50	5·87	7·75	34·8	S. I.

* Excluding Depreciation or Replacements and Renewals as the case may be.
‡ Exclusive of value of stores returned to stock Rs. 71.

30.—*Analysis of operating expenses of*

TABLE C.—MAINTENANCE OF CARRIAGE

Railway.	General Administration—C. I.				Coaching Vehicles—(a)	
	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	Amount.	Per 1,000 vehicle miles.
101	102	103	104	105	106	107
5′ 6″ Gauge.	Rs.	Rs.	As.		Rs.	Rs.
Bengal-Nagpur	6,24,562	1·45	0·70	0·99	2,70,665	2·84
Bombay, Baroda and Central India	3,22,492	1·58	0·74	0·75	2,90,440	4·06
Eastern Bengal	3,91,836	2·25	0·81	1·22	1,56,916	1·79
East Indian	12,94,104	1·28	0·64	1·02	4,89,146	1·71
Great Indian Peninsula	9,78,651	1·87	0·83	1·09	6,07,044	3·38
Madras and Southern Mahratta	3,06,015	1·70	0·68	1·09	1,28,267	2·15
Nizam's State	91,423	1·67	0·73	1·35	21,089	1·43
North Western	12,77,829	1·91	0·82	1·10	3,98,165	1·49
South Indian	76,561	1·14	0·29	0·69	32,901	0·90
3′ 3¾″ Gauge.						
Assam-Bengal	1,32,270	1·16	0·45	0·82	45,116	0·84
Bengal and North-Western	1,17,663	0·51	0·19	0·64	**	**
Bombay, Baroda and Central India	5,54,689	2·32	1·04	1·89	1,94,583	2·24
Eastern Bengal	1,72,196	1·27	0·57	1·15	1,06,400	1 68
Jodhpur	1,06,861	1·59	0·78	1·63	18,954	0·87
Madras and Southern Mahratta	1,63,514	1·06	0·34	0·79	72,038	1·18
Nizam's State	64,338	1·99	0·60	1·32	14,434	1·05
Rohilkund and Kumaon	31,157	0·80	0·23	0·83	**	**
South Indian	1,99,358	1·08	0·32	0·77	93,650	0·88
2′ 6″ and 2′ 0″ Gauges.						
Bengal Nagpur	41,291	0·98	0·35	0·85	51,385	2·40
Bombay, Baroda and Central India	2,958	0·53	0·10	0·35	20,262	5·96
Eastern Bengal	877	0·72	0·12	0·68	1,270	1·07
Great Indian Peninsula	364	0·06	0·01	0·09	3,685	1·12
North-Western	45,409	2·28	0·61	0·77	27,093	3·16
South Indian	4,121	1·09	0·19	0·86	9,454	3·22

** Included in Workshop Repairs.

Class I Railways for the year 1937-38—contd.

AND WAGON STOCK.

Running repairs—[C. II-1 (a)].		Coaching vehicles—(b) workshop repairs—[C. II-1 (b)].				Goods vehicles—(a) running repairs—[C. II-3 (a)]				Railway.
Per train mile.	Percentage of total working expenses.	Amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	Amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	
108	109	110	111	112	113	114	115	116	117	118
As.		Rs.	Rs.	As.		Rs.	Rs.	As.		5′ 6″ Gauge.
0·30	0·43	13,07,630	13·7	1·47	2·07	12,00,356	3·59	1·35	1·90	B. N.
0·66	0·68	14,93,155	20·9	3·42	3·48	5,37,646	4·07	1·23	1·25	B. B. & C. I.
0·33	0·49	10,87,236	12·4	2·24	3·48	2,04,013	2·36	0·42	0·63	E. B.
0·24	0·38	34,40,334	12·5	1·70	2·70	19,16,004	2·64	0·95	1·51	E. I.
0·51	0·68	25,28,560	14·1	2·13	2·82	10,54,500	3·07	0·89	1·18	G. I. P.
0·29	0·46	8,67,290	14·6	1·95	3·08	1,33,137	1·11	0·30	0·47	M. & S. M.
0·17	0·31	1,31,810	8·93	1·06	1·94	42,583	1·06	0·34	0·63	N. S.
0·26	0·34	30,01,987	11.2	1·93	2·59	10,18,843	2·52	0·65	0·88	N. W.
0·13	0·29	2,01,067	5·50	0·76	1·80	—4,762	—0·16	—0·02	—0·04	S. I.
										3′3½″ Gauge.
0·15	0·28	4,83,489	9·05	1·64	2·99	64,418	1·07	0·22	0·39	A. B.
**	**	†5,13,630	†5·54	†0·85	†2·80	**	**	**	**	B. & N. W.
0·36	0·66	9,35,339	10·8	1·75	3·19	2,56,981	1·69	0·48	0·88	B. B. & C. Is
0·35	0·71	7,58,551	12·0	2·52	5·04	1,16,105	1·61	0·39	0·77	E. B.
0·14	0·29	2,19,071	10·0	1·60	3·33	20,054	0·44	0·15	0·30	Jodhpur.
0·15	0·35	4,73,884	7·74	0·98	2·30	74,858	0·80	0·16	0·37	M. & S. M.
0·13	0·30	1,04,676	7·58	0·97	2·15	36,312	1·96	0·34	0·74	N. S.
**	**	†1,13,917	†7·22	†0·84	†3·02	**	**	**	**	R. & K.
0·15	0·36	4,61,161	4·31	0·73	1·79	25,426	0·33	0·04	0·10	S. I.
										2′ 6″ & 2′ 0″ Gauges.
0·44	1·05	1,78,356	8·31	1·53	3·66	48,969	2·35	0·42	1·01	B. N.
0·74	2·43	12,213	3·59	0·45	1·46	38,950	17·7	1·42	4·67	B. B. & C. I.
0·17	0·98	2,086	1·77	0·28	1·62	491	12·7	0·06	0·38	E. B.
0·12	0·86	12,167	3·71	0·39	2·85	16,233	5·59	0·53	3·81	G. I. P.
0·36	0·46	1,32,034	15·4	1·78	2·23	42,691	3·78	0·58	0·72	N. W.
0·44	1·99	2,411	0·82	0·11	0·51	—2,227	—2·66	—0·10	—0·47	S. I.

† Includes Running Repairs.

TABLE C.—MAINTENANCE OF CARRIAGE

Railway.	Goods vehicles—(*b*) workshop repairs—[C. II.-3 (*b*)].				Equipment—		
	Amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	Amount.	Per 1,000 vehicle miles.	Per train mile.
119	120	121	122	123	124	125	126
5′ 6″ Gauge.	Rs.	Rs.	As.		Rs.	Rs.	As.
Bengal-Nagpur	24,79,944	7·42	2·78	3·92	1,85,519	0·43	0·21
Bombay, Baroda and Central India	8,23,300	6·22	1·88	1·92	1,21,528	0·60	0·28
Eastern Bengal	7,12,243	8·25	1·47	2·22	65,600	0·38	0·13
East Indian	40,90,124	5·63	2·02	3·22	3,18,047	0·31	0·16
Great Indian Peninsula	13,63,232	3·96	1·15	1·52	2,63,274	0·50	0·22
Madras and Southern Mahratta	5,56,333	4·64	1·25	1·97	1,01,229	0·56	0·22
Nizam's State	1,31,489	3·29	1·05	1·94	8,861	0·17	0·07
North Western	24,51,566	6·07	1·58	2·11	6,07,945	0·91	0·39
South Indian	1,88,478	6·17	0·71	1·69	19,708	0·29	0·07
3′ 3⅜″ Gauge.							
Assam-Bengal	3,25,712	5·41	1·11	2·01	12,401	0·11	0·04
Bengal and North-Western	†5,11,257	†3·76	†0·84	†2·79	28,681	0·13	0·05
Bombay, Baroda and Central India	4,91,211	3·24	0·92	1·68	1,42,260	0·59	0·27
Eastern Bengal	3,20,472	4·46	1·06	2·13	23,400	0·17	0·08
Jodhpur	1,24,195	2·73	0·90	1·89	5,185	0·08	0·04
Madras and Southern Mahratta	2,64,166	2·82	0·55	1·28	45,497	0·29	0·09
Nizam's State	76,850	4·14	0·71	1·57	5,973	0·19	0·05
Rohilkund and Kumaon	†64,539	†2·77	†0·48	†1·71	6,485	0·17	0·05
South Indian	1,54,690	1·99	0·25	0·60	53,177	0·29	0·09
2′ 6″ and 2′ 0″ Gauges.							
Bengal Nagpur	90,050	4·32	0·77	1·85	3,636	0·09	0·03
Bombay, Baroda and Central India	8,884	4·04	0·32	1·06	311	0·06	0·01
Eastern Bengal	273	7·04	0·03	0·21	4	0·00	0·00
Great Indian Peninsula	10,558	3·64	0·35	2·47	21	0·00	0·00
North-Western	63,005	5·57	0·85	1·07	4,662	0·23	0·06
South Indian	—42	—0·05	—0·00	—0·01	1,054	0·28	0·05

† Includes Running Repairs.

Class I Railways for the year 1937-38—contd.

AND WAGON STOCK—*contd.*

(C. II-5)	TOTAL ORDINARY REPAIRS AND MAINTENANCE—(C-II).				
Percentage of total working expenses.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	Railway.
127.	128	129	130	131	132
	Rs.	Rs.	As.		5′ 6″ GAUGE.
0·29	56,94,829	13·3	6·39	9·00	B. N.
0·28	32,25,798	15·8	7·38	7·51	B. B. & C. I.
0·20	21,63,416	12·5	4·46	6·73	E. B.
0·25	1,05,42,449	10·4	5·20	8·29	E. I.
0·29	58,64,265	11·2	4·94	6·55	G. I. P.
0·36	17,93,738	9·96	3·97	6·36	M. & S. M.
0·13	3,58,261	6·54	2·87	5·28	N. S.
0·52	76,87,939	11·5	4·95	6·62	N. W.
0·17	4,46,310	6·66	1·68	3·99	S. I.
					3′ 3⅜″ GAUGE.
0·08	9,31,136	8·19	3·16	5·75	A. B.
0·16	10,55,558	4·62	1·74	5·76	B. & N. W.
0·48	20,37,352	8·53	3·81	6·95	B. B. & C. I.
0·15	13,32,368	9·85	4·42	8·85	E. B.
0·08	3,90,790	5·80	2·85	5·94	Jodhpur.
0·22	9,29,814	6·00	1·93	4·51	M. & S. M.
0·12	2,46,555	7·62	2·28	5·05	N. S.
0·17	1,85,379	4·75	1·37	4·91	R. & K.
0·20	7,96,068	4·31	1·27	3·08	S. I.
					2′ 6″ & 2′ 0″ GAUGES.
0·07	3,81,155	9·01	3·26	7·82	B. N.
0·04	80,620	14·4	2·94	9·66	B. B. & C. I.
0·00	4,124	3·38	0·54	3·19	E. B.
0·00	45,176	7·30	1·48	10·6	G. I. P.
0·08	3,02,070	15·2	4·07	5·11	N. W.
0·22	10,734	2·84	0·50	2·26	S. I.

30.—*Analysis of operating expenses of*

Railway.	TABLE C.—MAINTENANCE OF CARRIAGE			
	Total Operating Expenses—(C.-III).			
	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.
133	134	135	136	137
5′ 6″ Gauge.	Rs.	Rs.	As.	
Bengal-Nagpur	7,90,346	1·84	0·89	1·25
Bombay Baroda and Central India	4,81,681	2·36	1·10	1·12
Eastern Bengal	3,07,228	1·17	0·63	0·96
East Indian	14,96,666	1·48	0·74	1·17
Great Indian Peninsula	13,46,852	2·57	1·13	1·50
Madras and Southern Mahratta	2,14,883	1·19	0·48	0·76
Nizam's State	84,768	1·55	0·68	1·25
North Western	23,80,092	3·55	1·53	2·05
South Indian	1,66,369	2·48	0·63	1·49
3′ 3⅜″ Gauge.				
Assam-Bengal	1,31,103	1·15	0·44	0·81
Bengal and North-Western	1,30,245	0·56	0·22	0·70
Bombay Baroda and Central India	3,93,918	1·65	0·73	1·34
Eastern Bengal	1,61,407	1·19	0·54	1·07
Jodhpur	41,717	0·62	0·30	0·63
Madras and Southern Mahratta	1,59,866	1·03	0·33	0·78
Nizam's State	50,008	1·55	0·46	1·02
Rohilkund and Kumaon	42,257	1·09	0·31	1·12
South Indian	3,55,790	1·93	0·56	1·37
2′ 6″ and 2′ 0″ Gauges.				
Bengal Nagpur	77,190	1·83	0·66	1·58
Bombay Baroda and Central India	16,316	2·91	0·60	1·96
Eastern Bengal	3,547	2·91	0·47	2·74
Great Indian Peninsula	20,135	3·26	0·66	4·72
North Western	1,23,519	6·20	1·67	2·09
South Indian	9,272	2·46	0·44	1·95

Class I Railways for the year 1937-38—contd.

AND WAGON STOCK—*concld.*

Total Maintenance of Carriage and Wagon Stock.—(Total Abstract C.)*				Railway.
Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	
138	139	140	141	142
Rs.	Rs.	As.		5′ 6″ Gauge.
71,09,737	16·6	7·98	11·2	B. N.
40,29,971	19·7	9·22	9·38	B. B. & C. I.
28,62,480	16·5	5·90	8·91	E. B.
1,33,33,219	13·2	6·58	10·5	E. I.
81,89,768	15·6	6·90	9·14	G. I. P.
23,14,636	12·9	5·13	8·21	M. & S. M.
5,34,452	9·76	4·28	7·88	N. S.
1,13,45,860	16·9	7·30	9·77	N. W.
6,89,240	10·3	2·60	6·17	S. I.
				3′ 3¾″ Gauge.
11,94,509	10·5	4·05	7·38	A. B.
13,03,466	5·70	2·15	7·10	B. & N. W.
29,85,959	12·5	5·58	10·2	B. B. & C. I.
16,65,971	12·3	5·53	11·1	E. B.
5,39,368	8·01	3·93	8·20	Jodhpur.
12,53,194	8·09	2·60	6·08	M. & S. M.
3,60,901	11·2	3·34	7·39	N. S.
‡2,58,793	6·63	1·91	6·86	R. & K.
13,51,216	7·32	2·15	5·22	S. I.
				2′ 6″ & 2′ 0″ Gauges.
4,99,636	11·8	4·27	10·3	B. N.
99,894	17·8	3·64	12·0	B. B. & C. I.
8,548	7·01	1·13	6·61	E. B.
65,675	10·6	2·15	15·4	G. I. P.
4,70,998	23·6	6·35	7·97	N. W.
24,127	6·39	1·13	5·07	S. I.

*Excluding Depreciation or Replacements and Renewals as the case may be.

‡ Exclusive of value of stores returned to stock Rs. 39.

30.—*Analysis of operating expenses of*

TABLE C (*a*)—MAINTE

Railway.	General Administration—C (*a*) I.				Sub-station, overhead equipment and transmission lines—ordinary repairs and maintenance [C (*a*) II 1 and 2].				Multiple unit stock [C(*a*) II 3(*a*)*i*+4(*a*)*i*].	
	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	Total amount.	Per 1,000 vehicle miles.
143	144	145	146	147	148	149	150	151	152	153
5′ 6″ Gauge.	Rs.	Rs.	As.		Rs.	Rs.	As.		Rs.	Rs.
Bombay, Baroda and Central India.	3,22,250	1·45	0·54	0·75	81,916	4·55	0·51	0·19	99,458	5·52
Great Indian Peninsula .	4,86,669	6·85	1·47	0·55	4,72,009	6·66	1·42	0·52	2,07,261	16·3
3′ 3⅜″ Gauge.										
South Indian . . .	40,725	5·90	0·68	0·16	28,919	4·19	0·49	0·11	33,312	12·5

TABLE C (*a*)—MAINTENANCE

Railway.	Electric Locomotives—Workshop Repairs—[C(*a*) II 3 (*b*) *ii*+4(*b*) *ii*].				Equipment (other than power station) and other items. [C(*a*) II 5—9].				Total—Ordinary and maints [C(*a*)	
	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	Total amount.	Per 1,000 vehicle miles.
165	166	167	168	169	170	171	172	173	174	175
5′ 6″ Gauge.	Rs.	Rs.	As.		Rs.	Rs.	As.		Rs.	Rs.
Bombay, Baroda and Central India.	..	..	..	..	†7,98,394	4·00	1·38	1·86	†9,88,044	4·46
Great Indian Peninsula .	3,21,460	5·52	2·60	0·36	97,388	1·37	0·29	0·10	18,22,409	25·7
3′ 3⅜″ Gauge.										
South Indian . . .	329	0·21	0·07	0·00	6,352	0·92	0·10	0·02	98,761	14·3

TABLE C (*a*)—MAINTENANCE

Railway.	Oil, Waste and other Stores. [C (*a*) III 4].				Total Operating Expenses. [C (*a*) III].			
	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses
187	188	189	190	191	192	193	194	195
5′ 6″ Gauge.	Rs.	Rs.	As.		Rs.	Rs.	As.	
Bombay, Baroda and Central India.	13,737	0·76	0·09	0·03	†19,99,402	9·01	3·36	4·65
Great Indian Peninsula .	66,812	0·94	0·20	0·07	50,09,217	70·6	15·1	5·59
3′ 3⅜″ Gauge.								
South Indian . . .	9,721	1·41	0·16	0·04	3,00,572	43·5	5·03	1·16

Note.—The figures of different railways exhibited in this table are not

† Includes expenses pertaining to 'General Services'.

Class I Railways for the year 1937-38—contd.

NANCE OF ELECTRIC SERVICE

—Running Repairs.		Multiple unit stock—Workshop repairs—[C(a) II 3 (b) I +4 (b) I].				Electric Locomotives—Running Repairs—[C (a) II 3(a) ii+4 (a) ii].				Railway.
Per train mile.	Percentage of total working expenses.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	
154	155	156	157	158	159	160	161	162	163	164
As.		Rs.	Rs.	As.		Rs.	Rs.	As.		5' 6" Gauge.
0·63	0·23	..	..	..	..	8,276	0·46	0·05	0·02	B. B. & C. I.
0·99	0·23	4,41,835	34·7	2·11	0·50	2,82,456	4·86	2·28	0·32	G. I. P.
										3' 3⅜" Gauge.
0·60	0·13	27,363	10·3	0·49	0·11	2,486	1·56	0·56	0·01	S. I.

OF ELECTRIC SERVICE—*contd.*

Repairs nance. II].		Running Staff—Operating Expenses. [C(a)III 1].				Electric Current (for traction purposes only). [C(a) III 2].				Railway.
Per train mile.	Percentage of total working expenses.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	
176	177	178	179	180	181	182	183	184	185	186
As.		Rs.	Rs.	As.		Rs.	Rs.	As.		5' 6" Gauge.
1·65	2·30	4,13,898	23·0	2·59	0·96	12,09,207	67·1	7·60	2·82	B. B. & C. I.
5·48	2·03	16,04,195	22·6	4·82	1·79	32,43,870	45·7	9·76	3·62	G. I. P.
										3' 3⅜" Gauge.
1·65	0·38	65,246	9·45	1·10	0·25	1,97,126	28·5	3·30	0·76	S. I.

OF ELECTRIC SERVICE—*concld.*

Total Maintenance of Electric Service [Total Abstract C(a)].*				Railway.
Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	
196	197	198	199	200
Rs.	Rs.	As.		5' 6" Gauge.
†33,09,696	14·9	5·55	7·70	B. B. & C. I.
73,18,295	103·1	22·0	8·17	G. I. P.
				3' 3⅜" Gauge.
4,40,058	63·7	7·36	1·70	S. I.

susceptible of comparison as they are not compiled on a uniform basis.

* Excluding Depreciation or Replacements and Renewals as the case may be.

30.—*Analysis of operating expenses of*

TABLE E.—EXPENSES

Railway.	General Administration—(E. I.)			Station
	Total amount.	Per train mile.	Percentage of total working expenses.	Total amount.
201	202	203	204	205
5′ 6″ Gauge.	Rs.	As.		Rs.
Bengal-Nagpur	13,44,120	1·51	2·12	46,61,960
Bombay, Baroda and Central India	8,01,509	1·83	1·87	40,42,067
Eastern Bengal	7,64,707	1·57	2·38	31,76,873
East Indian	25,01,647	1·23	1·97	1,07,93,502
Great Indian Peninsula	16,06,674	1·15	1·79	67,40,895
Madras and Southern Mahratta	4,44,197	0·98	1·58	21,67,469
Nizam's State	1,80,022	1·44	2·65	4,45,711
North Western	20,94,055	1·35	1·80	1,15,72,302
South Indian	1,70,665	0·64	1·53	6,33,122
3′ 3⅜″ Gauge.				
Assam-Bengal	3,71,383	1·26	2·29	11,39,531
Bengal and North Western	4,98,080	0·82	2·72	16,70,962
Bombay, Baroda and Central India	5,57,585	1·04	1·90	22,69,560
Eastern Bengal	4,07,619	1·35	2·71	13,32,802
Jodhpur	1,42,790	1·04	2·17	3,74,886
Madras and Southern Mahratta	3,62,745	0·75	1·76	17,72,344
Nizam's State	1,30,842	1·21	2·68	4,02,218
Rohilkund and Kumaon	76,680	0·61	2.03	2,89,943
South Indian	4,43,822	0·65	1·72	17,85,995
2′ 6″ and 2′ 0″ Gauges.				
Bengal-Nagpur	61,335	0·53	1·26	3,61,741
Bombay, Baroda and Central India	6,079	0·22	0·73	56,220
Eastern Bengal	1,824	0·24	1·41	15,153
Great Indian Peninsula	—5	—0·00	—0·00	42,126
North Western	1,05,177	1·42	1·78	3,95,707
South Indian	17,652	0·82	3·71	24,325

Class I Railways for the year 1937-38—contd.

OF TRAFFIC DEPARTMENT.					
STAFF—E. III. 1 (*b*).		TRAIN STAFF INCLUDING THEIR MILEAGE AND OVERTIME—E. III. 1 (*c* & *d*).			
Per train mile.	Percentage of total working expenses.	Total amount	Per train mile.	Percentage of total working expenses.	Railway.
206	207	208	209	210	211
As.		Rs.	As.		5' 6" GAUGE.
5·24	7·37	13,71,661	1·54	2·16	B. N.
9·25	9·41	5,70,418	1·30	1·33	B. B. & C. I.
6·55	9·88	6,29,210	1·30	1·96	E. B.
5·32	8·49	29,08,483	1·44	2·29	E. I.
4·83	7·52	15,93,571	1·14	1·78	G. I. P.
4·80	7·69	4,46,723	0·99	1·58	M. & S. M.
3·57	6·57	1,19,131	0·96	1·76	N. S.
7·44	9·96	19,78,775	1·27	1·70	N. W.
2·39	5·67	2,04,361	0·78	1·83	S. I.
					3' 3¼" GAUGE.
3·87	7·04	2,53,566	0·86	1·56	A. B.
2·75	9·11	4,32,063	0·71	2·36	B. & N. W.
4·24	7·74	5,73,341	1·07	1·95	B. B. & C. I.
4·42	8·85	3,44,817	1·14	2·29	E. P.
2·73	5·70	1,05,420	0·77	1·60	Jodhpur.
3·67	8·59	4,43,510	0·92	2·15	M. & S. M.
3·72	8·24	92,224	0·86	1·89	N. S.
2·14	7·69	63,860	0·48	1·69	R. & K.
2·61	6·90	4,92,765	0·72	1·90	S. I.
					2' 6" & 2' 0" GAUGES.
3·09	7·42	1,19,823	1·02	2·46	B. N.
2·05	6·74	10,400	0·38	1·25	B. B. & C. I.
2·01	11·7	398	0·05	0·31	E. B.
1·38	9·87	8,827	0·29	2·07	G. I. P.
5·33	6·97	86,338	1·17	1·46	N. W.
1·16	5·22	13,419	0·63	2·82	S. I.

30.—*Analysis of operating expenses of*

TABLE E.—EXPENSES OF

Railway.	Other Staff.—E. III. 1 (*a* & *e*).			Fires, Lights, General Stores, Water for Stations, Sheds and trains and also water for transit—(E. III. 2 & 3.)		
	Total amount.	Per train mile.	Percentage of total working expenses.	Total amount	Per train mile.	Percentage of total working expenses.
212	213	214	215	216	217	218
5′ 6″ Gauge.	Rs.	As.		Rs.	As.	
Bengal-Nagpur	4,24,202	0·48	0·67	5,47,772	0·61	0·86
Bombay, Baroda and Central India	4,16,881	0·96	0·97	1,81,334	0·41	0·42
Eastern Bengal	4,03,333	0·83	1·26	2,75,846	0·57	0·86
East Indian	11,79,697	0·58	0·92	15,59,979	0·77	1·22
Great Indian Peninsula	8,30,258	0·59	0·93	8,88,155	0·64	0·99
Madras and Southern Mahratta	1,43,224	0·32	0·50	3,48,022	0·77	1·24
Nizam's State	42,313	0·34	0·62	54,563	0·44	0·80
North Western	6,73,181	0·44	0·58	¶21,93,089	1·41	1·80
South Indian	1,02,237	0·38	0·92	1,23,996	0·46	1·11
3′ 3⅜″ Gauge.						
Assam-Bengal	1,52,237	0·52	0·94	1,47,944	0·50	0·91
Bengal and North-Western	..	..	..	3,46,911	0·57	1·39
Bombay, Baroda and Central India	3,48,188	0·65	1·19	1,27,742	0·24	0·43
Eastern Bengal	2,25,529	0·75	1·50	1,81,924	0·60	1·21
Jodhpur	40,706	0·29	0·62	1,41,220	1·03	2·15
Madras and Southern Mahratta	1,25,522	0·26	0·61	2,74,259	0·57	1·33
Nizam's State	35,831	0·34	0·73	52,776	0·49	1·08
Rohilkund and Kumaon	20,632	0·15	0·54	77,491	0·57	2·05
South Indian	2,51,377	0·37	0·97	3,41,034	0·50	1·32
2′ 6″ and 2′ 0″ Gauges.						
Bengal Nagpur	22,754	0·20	0·47	49,767	0·43	1·02
Bombay, Baroda and Central India	3,024	0·11	0·36	1,654	0·06	0·19
Eastern Bengal	1,184	0·16	0·92	239	0·03	0·18
Great Indian Peninsula	2,685	0·08	0·63	1,621	0·05	0·38
North-Western	37,881	0·51	0·64	‡80,899	1·09	1·37
South Indian	12,741	0·60	2·68	2,175	0·10	0·46

¶ Includes Rs. 11,03,333 on account of lighting charges
‡ do. Rs. 36,054 do.

Class I Railways for the year 1937-38—contd.

TRAFFIC DEPARTMENT—*contd.*

Clothing—(E.-III-4.)			Stationery forms and tickets—(E.-III-5).			Compensation for goods, etc., lost or damaged—(E.-III-10.)			Railway.
Total amount.	Per train mile.	Percentage of total working expenses.	Total amount.	Per train mile.	Percentage of total working expenses.	Total amount.	Per train mile.	Percentage of total working expenses.	
219	220	221	222	223	224	225	226	227	228
									5′ 6″ Gauge.
Rs.	As.		Rs.	As.		Rs.	As.		
79,958	0·09	0·13	1,76,326	0·20	0·28	36,282	0·04	0·06	B. N.
48,160	0·11	0·11	2,11,889	0·49	0·49	25,150	0·06	0·06	B. B. & C. I.
26,324	0·05	0·08	1,67,091	0·35	0·52	19,777	0·04	0·06	E. B.
2,99,958	0·15	0·24	3,41,637	0·17	0·27	†1,49,667	0·07	0·12	E. I.
61,338	0·04	0·07	2,74,739	0·20	0·31	71,650	0·05	0·08	G. I. P.
31,409	0·07	0·11	1,19,493	0·26	0·42	22,159	0·05	0·08	M. & S. M.
13,654	0·11	0·20	35,280	0·28	0·52	2,612	0·02	0·04	N. S.
2,38,448	0·15	0·21	4,92,750	0·32	0·42	75,282	0·05	0·06	N. W.
6,366	0·02	0·06	91,583	0·35	0·82	5,261	0·02	0·05	S. I.
									3′ 3¾″ Gauge.
11,399	0·04	0·07	72,092	0·24	0·45	5,814	0·02	0·03	A. B.
54,003	0·09	0·30	99,835	0·17	0·54	14,543	0·02	0·08	B. & N. W.
31,666	0·06	0·11	1,11,807	0·21	0·38	18,605	0·03	0·06	B. B. & C. I.
12,046	0·04	0·08	89,244	0·30	0·59	11,280	0·04	0·08	E. B.
10,637	0·08	0·16	46,382	0·34	0·71	2,954	0·02	0·04	Jodhpur.
23,276	0·05	0·11	1,47,085	0·30	0·71	11,856	0·02	0·06	M. & S. M.
9,135	0·08	0·19	26,271	0·24	0·54	4,449	0·04	0·09	N. S.
11,298	0·08	0·30	29,275	0·17	0·78	2,169	0·02	0·06	R. & K.
24,373	0·04	0·09	1,76,224	0·26	0·68	6,776	0·01	0·03	S. I.
									2′ 6″ & 2′ 0″ Gauges.
5,749	0·05	0·12	4,361	0·04	0·09	..	..	..	B. N.
668	0·02	0·08	7,219	0·26	0·86	64	0·00	0·01	B. B. & C. I.
1	0·00	0·00	523	0·07	0·41	5	0·00	0·00	E. B.
168	0·01	0·04	192	0·01	0·04	..	..	..	G. I. P.
10,526	0·14	0·18	22,736	0·31	0·38	3,618	0·05	0·06	N. W.
441	0·02	0·09	5,811	0·27	1·22	..	..	..	S. I.

† Represents gross expenditure without deducting sale proceeds of unclaimed and damaged goods in trains, booked in accounts against C-III.

do. do.

30.—*Analysis of operating expenses of*

TABLE E.—EXPENSES OF TRAFFIC DEPARTMENT—*concld.*

Railway.	Total Operating Expenses—(E.III).			Total expenses of Traffic Department (Total Abstract E.)*		
	Total amount.	Per train mile.	Percentage of total working expenses.	Total amount.	Per train mile.	Percentage of total working expenses.
229	230	231	232	233	234	235
5′ 6″ Gauge.	Rs.	As.		Rs.	As.	
Bengal-Nagpur	89,20,628	10·0	14·1	1,03,39,183	11·6	16·4
Bombay, Baroda and Central India	62,70,011	14·3	14·6	71,80,738	16·4	16.7
Eastern Bengal	54,49,993	11·2	17·0	62,86,471	13·0	19·6
East Indian	2,12,14,951	10·5	16·7	2,40,31,035	11·9	18·9
Great Indian Peninsula	1,13,74,110	8·15	12·7	1,31,16,233	9·40	14·6
Madras and Southern Mahratta	33,29,370	7·37	11·8	38,19,763	8·45	13·6
Nizam's State	9,26,693	7·43	13·7	11,14,685	8·93	16·4
North Western	1,49,02,329	9·58	12·8	1,72,47,455	11·1	14·8
South Indian	12,67,655	4·79	11·4	14,45,261	5·46	12·9
3′ 3¾″ Gauge.						
Assam-Bengal	18,28,360	6·20	11·3	22,11,789	7·50	13·7
Bengal and North-Western	30,34,026	4·99	16·6	35,32,106	5·81	19·3
Bombay, Baroda and Central India	40,24,112	7·52	13·7	46,38,543	8·67	15·8
Eastern Bengal	23,70,093	7·86	15·7	28,10,350	9·32	18·7
Jodhpur	9,24,285	6·73	14·1	10,95,144	7·98	16·7
Madras and Southern Mahratta	28,94,377	5·99	14·0	32,75,265	6·78	15·9
Nizam's State	6,93,177	6·41	14·2	8,29,656	7·67	17·0
Rohilkund and Kumaon	4,02,225	2·94	10·7	‡4,90,734	3·63	13·0
South Indian	31,35,887	4·59	12·1	35,95,725	5·26	13·9
2′ 6″ and 2′ 0″ Gauges.						
Bengal Nagpur	5,96,570	5·10	12·2	6,65,353	5·69	13·7
Bombay, Baroda and Central India	1,23,489	4·50	14·8	1,37,105	5·00	16·4
Eastern Bengal	17,919	2·37	13·9	19,830	2·62	15·3
Great Indian Peninsula	61,519	2·02	14·4	61,520	2·02	14·4
North-Western	6,31,971	8·52	10·7	7,45,677	10·0	12·6
South Indian	59,599	2·79	12·5	77,612	3·63	16·3

* Excluding Depreciation or Replacements and Renewals as the case may be.
‡ Exclusive of value of stores returned to stock Rs. 1,185.

Class I Railways for the year 1937-38—contd.

TABLE F.—EXPENSES OF GENERAL DEPARTMENT.

General Administration, Home expenditure—(F. I. 1 to 4.)			Agent's office—[F. I. 5 (a).]			Accounts and Audit Department—[F. I. 5 (b).]			Stores Department—[F. I. 5 (c).]			Railway.
Total amount.	Per train mile.	Percentage of total working expenses.	Total amount.	Per train mile.	Percentage of total working expenses.	Total amount.	Per train mile.	Percentage of total working expenses	Total amount.	Per train mile.	Percentage of total working expenses.	
236	237	238	239	240	241	242	243	244	245	246	247	248
Rs.	As.		Rs.	As.		Rs.	As.		Rs.	As.		5′ 6″ Gauge.
2,93,475	0·33	0·47	4,83,385	0·54	0·76	12,75,130	1·43	2·02	6,28,508	0·71	0·99	B. N.
1,91,618	0·44	0·45	3,05,557	0·70	0·71	7,48,372	1·71	1·74	4,33,836	0·99	1·01	B. B. & C. I.
..	..	..	3,82,616	0·79	1·19	6,63,650	1·37	2·06	3,42,774	0·71	1·07	E. B.
..	..	..	3,87,200	0·19	0·30	27,61,893	1·36	2·17	12,19,555	0·60	0·96	E. I.
..	..	..	2,71,400	0·19	0·30	16,94,756	1·21	1·89	7,55,583	0·54	0·85	G. I. P.
1,90,315	0·42	0·68	1,83,785	0·41	0·65	5,34,645	1·18	1·90	2,41,322	0·53	0·86	M. & S. M.
84,616	0·68	1·25	1,38,315	1·11	2·04	1,87,368	1·50	2·76	92,415	0·74	1·36	N. S.
†97,353	0·06	0·08	‡10,11,747	0·65	0·87	‡26,35,804	1·70	2·27	‡10,01,446	0·65	0·86	N. W.
96,083	0·36	0·87	99,934	0·38	0·89	2,59,405	0·98	2·32	1,46,300	0·55	1·31	S. I.
												3′ 3⅜″ Gauge.
1,76,557	0·59	1·09	1,38,655	0·47	0·86	2,90,529	0·99	1·80	1,00,916	0·34	0·62	A. B.
2,44,521	0·40	1·33	1,00,970	0·17	0·55	4,45,556	0·74	2·43	63,013	0·10	0·34	B. & N. W.
2,28,066	0·42	0·78	2,25,965	0·42	0·78	5,53,145	1·03	1·88	2,91,923	0·55	0·99	B. B. & C. I.
..	..	..	1,99,627	0·66	1·33	3,46,255	1·15	2·30	84,395	0·28	0·56	E. B.
40,186	0·29	0·61	70,058	0·51	1·07	1,92,051	1·40	2·92	73,633	0·54	1·12	Jodhpur.
2,13,274	0·44	1·03	1,28,102	0·27	0·62	4,00,015	0·83	1·94	1,47,701	0·31	0·72	M. & S. M.
61,278	0·57	1·25	1,00,032	0·92	2·05	1,35,427	1·25	2·78	67,054	0·62	1·37	N. S.
78,275	0·58	2·07	59,425	0·44	1·58	1,38,237	1·02	3·67	19,998	0·15	0·53	R. & K.
2,25,480	0·33	0·87	1,85,823	0·27	0·72	5,13,202	0·75	1·98	2,86,962	0·42	1·11	S. I.
												2′ 6″ & 2′ 0″ Gauges.
97,263	0·83	1·99	16,390	0·14	0·34	50,282	0·43	1·03	21,313	0·18	0·44	B. N.
5,783	0·21	0·69	6,696	0·24	0·80	17,006	0·62	2·04	1,520	0·06	0·18	B. B. & C. I.
..	..	..	1,456	0·19	1·13	2,525	0·34	1·95	545	0·07	0·42	E. B.
..	..	..	..	..	..	..	..	..	..	..	..	G. I. P.
†2,776	0·04	0·05	‡12,586	0·17	0·21	‡32,816	0·44	0·56	‡11,855	0·16	0·20	N. W.
8,621	0·40	1·81	1,494	0·07	0·31	5,442	0·26	1·14	4,186	0·20	0·88	S. I.

†Represents expenditure on a/c of leave allowances paid in England, booked in a/cs under the detailed head 'F. I. 4 (a) to (g).
‡Excludes expenditure on a/c of 'Leave Allowances paid in England' shown in col. 236.

TABLE F.—EXPENSES OF

Railway.	Medical Department—[F. I. 5 (e)].			Telegraph—[F. I. 5 (f)].			Police—[F. I. 5 (g)].		
	Total amount.	Per train mile.	Percentage of total working expenses.	Total amount.	Per train mile.	Percentage of total working expenses.	Total amount.	Per train mile.	Percentage of total working expenses.
249	250	251	252	253	254	255	256	257	258
5′ 6″ Gauge.	Rs.	As.		Rs.	As.		Rs.	As.	
Bengal-Nagpur	5,51,369	0·62	0·87	3,58,912	0·40	0·57	6,52,162	0·73	1·03
Bombay, Baroda and Central India	2,81,665	0·64	0·65	3,37,094	0·77	0·78	4,57,415	1·05	1·07
Eastern Bengal	3,20,059	0·66	1·00	99,726	0·21	0·31	3,67,077	0·76	1·14
East Indian	8,45,399	0·42	0·67	5,74,875	0·28	0·45	11,03,325	0·55	0·87
Great Indian Peninsula	6,05,853	0·44	0·68	9,45,924	0·68	1·06	7,44,882	0·53	0·83
Madras and Southern Mahratta	2,55,228	0·56	0·90	2,33,763	0·52	0·83	3,18,647	0·71	1·13
Nizam's State	85,111	0·68	1·26	48,201	0·38	0·71	96,002	0·77	1·41
North Western	†7,23,006	0·46	0·62	†8,30,287	0·53	0·72	†15,59,594	1·00	1·34
South Indian	84,294	0·32	0·75	50,934	0·19	0·46	1,08,426	0·41	0·97
3′ 3½″ Gauge.									
Assam-Bengal	2,06,861	0·70	1·28	78,215	0·27	0·48	1,36,112	0·46	0·84
Bengal and North-Western	1,48,250	0·24	0·81	1,63,151	0·27	0·89	1,67,619	0·28	0·91
Bombay, Baroda and Central India	2,87,735	0·54	0·98	2,83,532	0·53	0·97	4,21,307	0·79	1·44
Eastern Bengal	1,46,125	0·49	0·97	1,00,620	0·33	0·67	2,49,052	0·83	1·65
Jodhpur	29,067	0·21	0·44	59,978	0·44	0·91	34,729	0·26	0·53
Madras and Southern Mahratta	1,76,049	0·36	0·85	1,87,082	0·39	0·91	1,98,631	0·41	0·96
Nizam's State	64,771	0·60	1·33	40,197	0·37	0·83	1,05,635	0·98	2·16
Rohilkund and Kumaon	34,408	0·25	0·91	32,910	0·24	0·87	38,711	0·29	1·03
South Indian	1,96,330	0·29	0·76	1,19,588	0·18	0·46	2,25,336	0·33	0·87
2′ 6″ and 2′ 0″ Gauges.									
Bengal-Nagpur	44,053	0·38	0·90	16,008	0·14	0·33	27,132	0·23	0·56
Bombay, Baroda and Central India	2,680	0·09	0·32	3,875	0·14	0·47	12,755	0·47	1·53
Eastern Bengal	532	0·07	0·41	379	0·05	0·29	825	0·11	0·64
Great Indian Peninsula	..	..	..	..	..	..	..	..	..
North-Western	†35,131	0·48	0·60	†19,078	0·26	0·32	†61,043	0·82	1·03
South Indian	3,354	0·16	0·71	1,711	0·08	0·36	2,207	0·10	0·46

† Excludes expenditure on a/c of "Leave Allowances paid in England shown in col. 236.

Class I Railways for the year 1937-38—contd.

GENERAL DEPARTMENT—*concld.*

Total General Administration—F. I.			Total Ordinary Repairs and Maintenance—(F. II.)			Total expenses of General Department (Total Abstract F).*			Railway.
Total amount.	Per train mile.	Percentage of total working expenses	Total amount.	Per train mile.	Percentage of total working expenses.	Total amount.	Per train mile.	Percentage of total working expenses.	
259	260	261	262	263	264	265	266	267	268
Rs.	As.		Rs.	As.		Rs.	As.		5′ 6″ Gauge.
44,10,623	4·95	6·97	5,90,604	0·67	0.94	50,01,227	5·62	7.91	B. N.
28,76,087	6·58	6·70	16,297	0·04	0·03	28,92,384	6·62	6·73	B. B. & C. I.
22,43,139	4·63	6·98	2,64,453	0·54	0·82	25,07,592	5·17	7·80	E. B.
70,73,705	3·49	5·56	13,72,684	0·68	1·08	84,46,389	4·17	6·64	E. I.
52,36,553	3·75	5·85	8,88,713	0·64	0·99	61,25,266	4·39	6·84	G. I. P.
21,36,357	4·73	7·58	2,13,464	0·47	0·76	23,49,821	5·20	8·34	M. & S. M.
7,49,763	6·01	11·1	62,358	0·50	0·92	8,12,121	6·51	12·0	N. S.
80,52,792	5·18	6·93	7,52,271	0·48	0·65	88,05,063	5·66	7·58	N. W.
8,66,941	3·27	7·76	96,414	0·36	0·86	9,63,355	3·63	8·62	S. I.
									3′ 3⅜″ Gauge.
11,62,836	3·94	7·18	78,586	0·27	0·49	12,41,422	4·21	7·67	A. B.
14,71,234	2·42	8·01	1,44,573	0·23	0·80	16,15,807	2·65	8·81	B. & N. W.
23,86,092	4·45	8·14	4,296	0·01	0·01	23,90,388	4·46	8·15	B. B. & C. I.
11,60,352	3·85	7·71	88,690	0·29	0·59	12,49,042	4·14	8·30	E. B.
5,16,563	3·77	7·85	1,01,863	0·74	1·55	6,18,426	4·51	9·40	Jodhpur.
15,66,899	3·25	7·60	2,56,112	0·53	1·24	18,23,011	3·78	8·84	M. & S. M.
5,87,396	5·43	12·0	1,12,243	1·04	2·30	6,99,639	6·47	14·3	N. S.
4,27,999	3·16	11·4	40,125	0·30	1·06	‡4,68,124	3·46	12·4	R. & K.
18,16,290	2·66	7·01	2,20,101	0·32	0·85	20,36,391	2.98	7·86	S. I.
									2′ 6″ & 2′ 0″ Gauges.
2,77,916	2·38	5·70	48,421	0·41	0·99	3,26,337	2·79	6·69	B. N.
52,515	1·91	6·29	..	..	..	52,515	1·91	6·29	B. B. & C. I.
6,512	0·86	5·03	1,055	0·14	0·82	7,567	1·00	5·85	E. B.
802	0·03	0·19	3,205	0·10	0·75	4,007	0·13	0·94	G. I. P.
1,77,579	2·40	3·01	78,073	1·05	1·32	2,55,652	3·45	4·33	N. W.
28,329	1·33	5·95	4,949	0·23	1·04	33,278	1·56	6·99	S. I.

*Excluding Depreciation or Replacements and Renewals as the case m be.
‡Exclusive of value of stores returned to stock Rs. 25.

30.—*Analysis of operating expenses of* ***Class I Railways*** *for the year 1937-38*—contd.

Railway.	TABLE G.—MISCELLANEOUS EXPENSES.					
	Total General Administration—(G. I.)			Total Miscellaneous Expenses (total Abstract G.).*		
	Total amount.	Per train mile.	Percentage of total working expenses.	Total amount.	Per train mile.	Percentage of total working expenses.
269	270	271	272	273	274	275
5′ 6″ Gauge.	Rs.	As.		Rs.	As.	
Bengal Nagpur	43,20,863	4·85	6·83	48,28,820	5·42	7·64
Bombay, Baroda and Central India	27,36,960	6·26	6·37	28,31,774	6·48	6·59
Eastern Bengal	22,18,115	4·58	6·90	23,94,473	4·94	7·45
East Indian	85,63,514	4·22	6·73	92,30,100	4·55	7·26
Great Indian Peninsula	51,14,736	3·67	5·71	53,69,476	3·85	5·99
Madras and Southern Mahratta	19,08,999	4·22	6·77	22,05,458	4·88	7·82
Nizam's State	3,71,831	2·98	5·48	3,93,371	3·15	5·80
North Western	61,45,909	3·95	5·29	66,90,244	4·30	5·76
South Indian	6,84,444	2·58	6·13	7,69,697	2·90	6·89
3′ 3¾″ Gauge.						
Assam-Bengal	7,57,396	2·57	4·68	8,73,312	2·96	5·40
Bengal and North-Western	7,14,189	1·19	3·89	7,66,525	1·28	4·18
Bombay, Baroda and Central India	18,49,164	3·46	6·30	18,99,350	3·55	6·47
Eastern Bengal	9,08,969	3·01	6·03	9,87,054	3·27	6·55
Jodhpur	3,03,025	2·21	4·60	6,99,498	5·10	10·6
Madras and Southern Mahratta	11,28,683	2·34	5·49	13,32,377	2·76	6·47
Nizam's State	2,76,749	2·56	5·67	2,92,285	2·70	5·99
Rohilkund and Kumaon	1,66,119	1·23	4·41	‡1,66,119	1·23	4·41
South Indian	17,55,769	2·57	6·78	20,33,126	2·98	7·85
2′ 6″ and 2′ 0″ Gauges.						
Bengal-Nagpur	1,38,567	1·19	2·84	1,55,027	1·33	3·18
Bombay, Baroda and Central India	17,122	0·62	2·05	17,122	0·62	2·05
Eastern Bengal	4,939	0·65	3·82	4,948	0·65	3·83
Great Indian Peninsula	7,658	0·25	1·80	7,658	0·25	1·80
North Western	2,37,145	3·20	4·01	2,43,052	3·28	4·11
South Indian	13,807	0·65	2·90	14,571	0·68	3·06

* Excluding Depreciation or Replacements and Renewals as the case may be.
‡ Exclusive of value of stores returned to stock Rs. *Nil.*

30.—*Analysis of operating expenses of Class I Railways for the year 1937-38*—concld.

TABLES A TO G.

Summary.

NOTE.—Upto the year 1935-36, the figures of total working expenses of Other than State-managed railways (Class I) included actual expenditure on 'Replacements and Renewals', but from 1936-37, all Class I railways (except B and N. W., R. & K., Jodhpur and. N. S. railways in respect of Other than State-owned portions of their railway systems) include the figures of 'Appropriation to Depreciation Reserve Fund, instead.

Railway.	General Administration.		Ordinary Repairs and Maintenance.		Operating Expenses.		Appropriation to Depreciation Reserve Fund.		Total.
	Total Amount.	Percentage of Total.	Total Amount.	Percentage of Total.	Total Amount.	Percentage of Total.	Total Amount.	Percentage of Total	
276	277	278	279	280	281	282	283	284	285
5′ 6″ GAUGE.	Rs.		Rs.		Rs.		Rs.		Rs.
Bengal-Nagpur	1,43,11,954	22·6	1,76,30,232	27·9	1,92,60,411	30·5	1,20,33,453	19·0	6,32,36,050
Bombay, Baroda and Central India	89,51,966	20·8	98,16,359	22·9	1,57,17,142	36·6	84,63,727	19·7	4,29,49,194
Eastern Bengal	73,89,925	23·0	89,91,952	28·0	1,00,72,988	31·3	56,88,321	17·7	3,21,43,186
East Indian	2,61,68,987	20·6	3,36,64,359	26·5	4,27,50,343	33·6	2,46,16,825	19·3	12,72,00,514
Great Indian Peninsula	1,76,69,385	19·7	2,02,93,842	22·7	3,25,17,815	36·3	1,90,96,271	21·3	8,95,77,313
Madras and Southern Mahratta	61,92,473 (a)	22·0	64,73,494 (b)	23·0	99,45,563	35·3	55,70,552	19·7	2,81,82,082
Nizam's State	18,96,192	28·0	15,92,839	23·5	21,53,190	31·7	11,42,637 (c)	16·8	67,84,858
North Western	2,32,77,382	20·0	2,67,06,102	23·0	4,32,53,598	37·3	2,29,11,328	19·7	11,61,48,410
South Indian	24,66,772	22·1	21,81,740	19·5	46,43,847	41·6	18,77,006	16·8	1,11,69,365
3′ 3¾″ GAUGE.									
Assam Bengal	35,29,567	21·8	44,00,525	27·2	42,75,330	26·4	39,78,216	24·6	1,61,83,638
Bengal and North Western	39,58,199	21·6	50,66,270	27·6	65,67,418	35·8	27,42,345 (c)	15·0	1,83,34,232
Bombay, Baroda and Central India	74,25,208	25·3	76,62,493	26·1	1,04,59,155	35·7	37,74,105	12·9	2,93,20,961
Eastern Bengal	34,53,314	22·9	38,65,067	25·7	48,57,072	32·3	28,79,961	19·1	1,50,55,414
Jodhpur	14,21,528	21·6	17,31,329	26·3	26,35,898	40·1	7,89,624 (c)	12·0	65,78,379
Madras and Southern Mahratta	43,57,476 (a)	21·1	48,49,977 (b)	23·5	81,10,594	39·3	33,13,734	16·1	§2,06,31,781
Nizam's State	14,54,582	29·8	12,40,561	25·4	15,20,473	31·1	6,67,594 (c)	13·7	48,83,210
Rohilkund and Kumaon	8,90,440	23·6	10,33,158	27·4	12,05,999	32·0	6,41,416 (c)	17·0	‡ 37,71,013
South Indian	58,62,184	22·6	45,49,488	17·6	98,19,043	37·9	56,62,394	21·9	2,58,93,109
2′ 6″ & 2′ 0″ GAUGES.									
Bengal Nagpur	8,40,965	17·2	17,06,942	35·0	13,87,437	28·5	9,39,105	19·3	48,74,449
Bombay, Baroda and Central India	1,16,483	14·0	3,42,645	41·0	3,17,245	38·0	58,164	7·00	8,34,537
Eastern Bengal	18,034	13·9	45,413	35·1	53,998	41·8	11,869	9·18	1,29,314
Great Indian Peninsula	29,153	6·83	1,99,549	46·8	1,98,031	46·4	..	..	4,26,733
North Western	10,03,389	17·0	14,41,899	24·4	19,02,463	32·2	15,62,613	26·4	59,10,364
South Indian	1,25,345	26·3	98,266	20·7	1,79,170	37·6	73,168	15·4	4,75,949

‡ Exclusive of value of stores returned to stock Rs. 1,889.

§ Excludes Rs. 5,11,058, the expenses of Mormugao Harbour.

(a) Includes (b) Excludes Rs. 5,441 (B.G. Rs. 4,207 and M.G. 1,234) on account of 'Furniture and Sundries' taken under 'A.- I.' but booked in a/cs under 'A. II'

(c) Includes expenditure on account of Replacements and Renewals for other than State-owned portions as under:—

B. & N. W. Ry. (Company's portion) .. .. .. Rs. 10,73,858
Jodhpur Railways (Durbar lines) .. .. .. Rs. 5,96,854
Nizam's State (H. E. H.'s Government lines) .. .. Rs. 17,34,285 (B. G. Rs. 11,12,540 and M. G. Rs. 6,21,745
Rohilkund and Kumaon Railways (Company portion) .. Rs. 2,17,363

31.—*Statement of Oil Consumption on Class I Railways during the years 1936-37 and 1937-38.*

Railway.	Year.	Lubricating oil used on Engines (excluding shunting, siding and Departmental).				Lubricating oil used on Coaching, Goods, and Departmental Vehicles.	
		Total Pints.		Pints per 100 engine miles.		Total pints.	Pints per 1,000 vehicle miles (in terms of 4-wheelers).
		Passenger and mixed Services.	Goods Services.	Passenger and mixed Services.	Goods Services.		
1	2	3	4	5	6	7	8
5′ 6″ Gauge.							
Bengal Nagpur	*1936-37*	*(a)348,074*	*(a)511,448*	*(a) 5·78*	*(a)6·24*	*(a)424,780*	*(a)1·07*
	1937-38	337,025	537,699	5·30	5·82	402,197	0·92
Bombay, Baroda and Central India	*1936-37*	*280,149*	*142,850*	*6·17*	*6·59*	*198,549*	*1·02*
	1937-38	302,801	149,081	6·23	6·30	232,839	1·12
Eastern Bengal	*1936-37*	*557,101*	*127,801*	*9·45*	*8·18*	*249,798*	*1·44*
	1937-38	593,132	128,222	9·76	8·27	250,512	1·42
East Indian	*1936-37*	**1,581,693*	*1,227,991*	*8·86*	*8·89*	*1,395,074*	*1·40*
	1937-38	*1,703,534	1,396,041	9·06	9·42	1,349,722	1·26
Great Indian Peninsula	*1936-37*	*861,186*	*795,279*	*7·39*	*9·77*	*742,209*	*1·43*
	1937-38	857,696	834,724	7·33	9·91	753,825	1·41
Madras and Southern Mahratta	*1936-37*	*465,365*	*254,931*	*10·1*	*10·5*	*232,887*	*1·37*
	1937-38	465,703	294,464	10·0	10·1	194,191	1·05
Nizam's State	*1936-37*	*83,682*	*54,002*	*7·14*	*7·92*	*43,290*	*0·90*
	1937-38	84,764	63,116	6·77	7·74	34,008	0·61
North Western	*1936-37*	*1,546,982*	*915,457*	*9·07*	*12·1*	*1,310,133*	*2·03*
	1937-38	1,573,388	1,029,126	8·91	11·9	1,510,923	2·21
South Indian	*1936-37*	*361,637*	*85,157*	*11·2*	*10·1*	*66,023*	*1·00*
	1937-38	412,831	99,336	12·0	11·1	55,582	0·81
Total	*1936-37*	*6,085,869*	*4,114,916*	*8·45*	*9·06*	*4,662,743.*	*1·47*
	1937-38	6,330,874	4,531,809	8·46	9·12	4,783,799	1·42
3′ 3¾″ Gauge.							
Assam Bengal	*1936-37*	*202,831*	*40,353*	*5·49*	*5·92*	*136,629*	*1·28*
	1937-38	209,459	51,666	5·31	5·79	133,686	1·17
Bengal and North Western	*1936-37*	*†309,005*	*143,766*	*4·86*	*4·70*	*297,485*	*1·26*
	1937-38	*317,561	163,075	4·90	4·83	296,778	1·24
Bombay, Baroda and Central India	*1936-37*	*254,669*	*122,087*	*4·60*	*4·52*	*507,751*	*2·15*
	1937-38	280,591	141,453	4·81	4·68	430,540	1·76
Burma	*1936-37*	*364,533*	*197,698*	*6·45*	*10·5*	*149,269*	*0·78*
	1937-38	**	**	**	**	**	**
Eastern Bengal	*1936-37*	*208,411*	*75,595*	*6·43*	*5·58*	*145,881*	*1·12*
	1937-38	227,317	74,409	6·47	5·64	158,894	1·16
Jodhpur	*1936-37*	*81,546*	*23,740*	*4·68*	*4·05*	*51,432*	*0·76*
	1937-38	100,597	31,844	5·73	5·10	53,441	0·77
Madras and Southern Mahratta	*1936-37*	*361,681*	*227,142*	*6·94*	*8·52*	*112,962*	*0·72*
	1937-38	373,635	248,858	7·24	8·60	107,412	0·67
Nizam's State	*1936-37*	*69,923*	*34,965*	*6·17*	*7·56*	*18,576*	*0·60*
	1937-38	73,277	38,944	5·70	7·63	18,506	0·55
Rohilkund and Kumaon	*1936-37*	*§ 63,173*	*10,247*	*4·09*	*3·13*	*47,075*	*1·26*
	1937-38	‡66,137	29,349	4·19	4·88	50,007	1·21
South Indian	*1936-37*	*459,036*	*100,243*	*5·81*	*6·02*	*230,847*	*1·30*
	1937-38	454,859	114,411	5·59	6·02	242,274	1·28
Total	*1936-37*	*2,374,808*	*975,836*	*5·65*	*6·34*	*1,697,907*	*1·24*
	1937-38	2,103,433	894,009	5·58	5·90	1,491,538	1·21

* Includes 78 pints of oil on account of engine power supplied by the R. and K. Railway.

† " 76 " " " " " " " " "

‡ Excludes 78 pints of oil on account of engine power supplied to B. and N. W. Railway.

§ " 76 " " " " " " " " "

(*a*) Represents actual figures from April to November 1936 and March 1937 and three months figures for December 1935 and January and February 1936—figures for these three months in 1936-37 not being available due to labour unrest.

** Figures not furnished due to separation.

31.—*Statement of Oil Consumption on Class I Railways during the years 1936-37 and 1937-38*—concld.

Railway.	Year.	Lubricating oil used on Engines including Departmental.	
		Total pints (all engines).	Pints per 100 Engine miles (all Engines).
1	2	3	4
2′ 6″ and 2′ 0″ Gauges.			
Bengal-Nagpur	*1936-37*	*(a)82,901*	*(a)3·73*
	1937-38	85,684	3·66
Bombay, Baroda and Central India	*1936-37*	*25,434*	*5·28*
	1937-38	25,433	5·11
Eastern Bengal	*1936-37*	*8,392*	*7·37*
	1937-38	11,423	9·44
Great Indian Peninsula	*1936-37*	*47,722*	*9·90*
	1937-38	45,591	9·36
North Western	*1936-37*	*117,082*	*8·97*
	1937-38	125,555	8·78
South Indian	*1936-37*	*18,304*	*5·21*
	1937-38	18,503	5·24
Total	*1936-37*	*299,835*	*6·05*
	1937-38	312,189	5·97

(*a*) See remarks on page 206.

32.—*Statement of Electric Multiple Unit Suburban Train Statistics of the Bombay, Baroda and Central India, Great Indian Peninsula and South Indian Railways for the years 1936-37 and 1937-38.*

Particulars.	Year.	Results.		
		Bombay, Baroda and Central India Railway.	Great Indian Peninsula Railway.	South Indian Railway.
1	2	3	4	5
Physical Statistics.				
1. Sections electrified		(1) Church Gate to Grant Road, (2) Grant Road to Bandra (Through lines) (3) Grant Road to Bandra (Local Lines) (4) Bandra to Borivli (Local Lines). §§ (5) Borivli to Virar (Main Line).	(1) Victoria Terminus to Kurla (Harbour Branch), (2) Ravli to Mahim, (3) Victoria Terminus to Kalyan. ‡	Madras Beach to Tambaram.
2. Date of first opening for public service		5th January 1928.	3rd February 1925.	11th May 1931.
3. Mileage equipped for electric service on 31st March		§§ 1st Sept. 1936.		
3·01. Route mileage	*1937*	*36·79*	*44·00*	*18·14*
	1938	36·79	44·00	18·14
3·02. Track mileage (excluding sidings)	*1937*	*91·58*	*88·00*	*36·28*
	1938	91·58	88·00	36·28
4. Mileage open for electric service on 31st March.	*1937*	*36·79*	*44·00*	*18·14*
	1938	36·79	44·00	18·14
5. No. of sub-power stations on 31st March	*1937*	*4*	*4*	*4*
	1938	4	4	4
6. No. of electric railway stations on 31st March	*1937*	*27*	*28*	*14*
	1938	27	28	14
7. Mileage of transmission cable on 31st March	*1937*	*†77·00*	***48·78*	*41·49*
	1938	†77·00	**48·78	41·49
Rolling Stock.				
8. Average authorised stock (in units)—				
8·01. Motor coaches	*1936-37*	*40*	*§53*	*24*
	1937-38	40	§53	24
8·02. Trailer coaches	*1936-37*	*120*	*153*	*48*
	1937-38	120	153	48
9. Average number on line (in units)—				
9·01. Motor coaches	*1936-37*	*40*	*§53*	*24*
	1937-38	40	§53	24
9·02. Trailer coaches	*1936-37*	*120*	*153*	*48*
	1937-38	120	150	48
9·03. Train units*	*1936-37*	*40*	*51*	*24*
	1937-38	40	51	24
10. Average number under or awating repairs (in units)—				
10·01 Motor coaches	*1936-37*	*2*	*9*	*2*
	1937-38	2	9	3
10·02. Percentage of item 9·01	*1936-37*	*5·00*	*17·0*	*7·29*
	1937-38	5·00	17·0	10·4
10·03. Trailer coaches	*1936-37*	*5*	*21*	*4*
	1937-38	5	21	5
10·04. Percentage of item 9·02	*1936-37*	*4·17*	*13·7*	*7·29*
	1937-38	4·17	14·0	10·4

*A train unit is a motor coach and three trailers.
†Overhead 42·50 miles and underground 34·50 miles.
§Includes 2 spare motor coaches.
**Overhead 7·80 miles and underground 40·98 miles.
‡Figures for items 8 onwards include Statistics relating to the running of multiple unit services beyond Kalyan, *viz.*, Kalyan Kasara and Kalyan Karjat which sections are also utilised for main line traffic.

32.—*Statement of Electric Multiple Unit Suburban Train Statistics of the Bombay, Baroda and Central India, Great Indian Peninsula and South Indian Railways for the years 1936-37 and 1937-38*—contd.

Particulars.	Year.	Results.		
		Bombay, Baroda and Central India Railway.	Great Indian Peninsula Railway.	South Indian Railway.
1	2	3	4	5
Rolling Stock—contd.				
11. Average number available for use (in units)—				
11·01. Motor coaches	*1936-37* ..	*38*	*44*	*22*
	1937-38 ..	38	44	22
11·02. Trailer coaches	*1936-37* ..	*115*	*132*	*45*
	1937-38 ..	115	129	43
12. Average number in use daily (in units)—				
12·01. Motor coaches	*1936-37* ..	*37*	*38*	*20*
	1937-38 ..	37	38	17
12·02. Trailer coaches	*1936-37* ..	*91*	*114*	*40*
	1937-38 ..	92.	114	33
12.03. Train units*	*1936-37* ..	*37*	*38*	*20*
	1937-38 ..	37	38	17
13. Average number spare or stored in good repair (in units)—				
13·01. Motor coaches	*1936-37* ..	*1*	*6*	*2*
	1937-38 ..	1	6	5
13·02. Trailer coaches	*1936-37* ..	*24*	*18*	*4*
	1937-38 ..	23	15	10
Operating Statistics.				
14. Train miles—Passenger—				
14·01. Total unit traffic trains	*1936-37* ..	*102,621*	*1,007,550*	*337,744*
	1937-38 ..	85,412	1,070,888	774,345
14·02. Total two unit traffic trains	*1936-37* ..	*1,112,403*	*1,180,328*	*197,424*
	1937-38 ..	1,227,792	1,135,134	47,570
14·02. (*a*) Total three unit traffic trains ..	*1936-37* ..	*Nil*	*Nil*	*6,302*
	1937-38 ..	Nil	Nil	5,335
14·02. (*b*) Total four unit traffic trains ..	*1936-37* ..	*Nil*	*Nil*	*Nil*
	1937-38 ..	Nil	Nil	Nil
14·03. Total traffic trains	*1936-37* ..	*2,327,427*	*3,368,206*	*751,498*
	1937-38 ..	2,540,996	3,341,156	885,490
14·04. Other trains	*1936-37* ..	*47,281*	*837*	*Nil*
	1937-38 ..	18,831	391	48
15. Hours—				
15·01. Traffic trains	*1936-37* ..	*114,087*	*142,478*	*34,243*
	1937-38 ..	121,398	141,138	34,112
15·02. Other	*1936-37* ..	*3,196*	*31,380*	*Nil*
	1937-38 ..	1,764	29,376	2
15·03. Total	*1936-37* ..	*117,283*	*173,858*	*34,243*
	1937-38 ..	123,162	170,514	34,114
16. Vehicle miles (in units)—				
16·01. Passenger trains	*1936-37* ..	*8,197,304*	*12,912,061*	*2,254,494*
	1937-38 ..	8,936,192	12,743,969	2,656,470
16·02. Other trains	*1936-37* ..	*166,488*	*3,275*	*Nil*
	1937-38 ..	66,681	1,333	144

32.—*Statement of Electric Multiple Unit Suburban Train Statistics of the Bombay, Baroda and Central India, Great Indian Peninsula and South Indian Railways for the years 1936-37 and 1937-38*—contd.

Particulars.	Year.	Results.		
		Bombay, Baroda and Central India Railway.	Great Indian Peninsula Railway.	South Indian Railway.
1	2	3	4	5
Operating Statistics—contd.				
17. Train usage—				
17·01. Train unit miles per day per train unit in use.	*1936-37* ..	*178*	*243*	*103*
	1937-38 ..	190	241	146
17·02. Train unit miles per day per train unit on line.	*1936-37* ..	*163*	*181*	*86*
	1937-38 ..	175	180	101
18. Train usage—				
18·01. Train unit hours per day per train unit in use.	*1936-37* ..	*8·78*	*12·5*	*4·69*
	1937-38 ..	9·12	12·3	5·61
18·02. Train unit hours per day per train unit on line.	*1936-37* ..	*8.03*	*9·34*	*3·91*
	1937-38 ..	8·44	9·16	3·89
19. Vehicle usage—				
19·01. Motor coach miles per day per motor coach on line (in units).	*1936-37* ..	*163*	*181*	*86*
	1937-38 ..	175	180	101
19·02. Trailer coach miles per day per trailer Coach unit on line.	*1936-37* ..	*137*	*171*	*86*
	1937-38 ..	147	172	101
20. Motor coach failures—				
20·01. Number	*1936-37* ..	*Nil*	*339*	*15*
	1937-38 ..	1	301	44
20·02. Motor coach miles per motor coach failure (in units).	*1936-37* ..	*Nil*	*9,938*	*50,100*
	1937-38 ..	159,989	11,102	20,125
21. Power supply failure—				
21·01. Failures originating at source of supply	*1936-37* ..	*Nil*	*Nil*	*5*
	1937-38 ..	Nil	Nil	Nil
21·02. Failures originating at sub-station ..	*1936-37* ..	*Nil*	*1*	*10*
	1937-38 ..	Nil	Nil	6
21·03. Failures on account of overhead track equipment.	*1936-37* ..	*Nil*	*12*	*19*
	1937-38 ..	Nil	6	31
22. Number of passengers carried—				
22·01. First Class	*1936-37* ..	*26,625*	*11,547*	*3,666*
	1937-38 ..	26,972	11,394	523
22·02. Second Class	*1936-37* ..	*1,307,187*	*547,769*	*142,304*
	1937-38 ..	1,361,256	546,882	138,227
22·03. Third Class	*1936-37* ..	*38,162,613*	*31,598,845*	*7,177,636*
	1937-38 ..	43,880,664	32,268,404	8,133,727
22·04 Total	*1936-37* ..	*39,496,425*	*32,158,161*	*7,323,606*
	1937-38 ..	45,268,892	32,826,680	8,272,477

32.—*Statement of Electric Multiple Unit Suburban Train Statistics of the Bombay, Baroda and Central India, Great Indian Peninsula and South Indian Railways for the years 1936-37 and 1937-38*—concld.

Particulars.	Year.	Results.		
		Bombay, Baroda and Central India Railway.	Great Indian Peninsula Railway.	South Indian Railway.
1	2	3	4	5
Operating Statistics—concld.				
23. Passenger miles—				
23·01. First Class	*1936-37* ..	*207,675*	*150,503*	*31,607*
	1937-38 ..	195,928	153,557	6,164
23·02. Second Class	*1936-37* ..	*9,545,179*	*4,104,906*	*1,008,761*
	1937-38 ..	9,968,986	4,204,895	1,029,980
23·03. Third Class	*1936-37* ..	*277,699,953*	*221,603,793*	*45,103,101*
	1937-38 ..	315,991,921	229,316,338	52,465,170
23·04. Total	*1936-37* ..	*287,452,807*	*225,859,202*	*46,143,469*
	1937-38 ..	326,156,835	233,674,790	53,501,314
24. Earnings from passengers carried—				
24·01. First Class	*1936-37* ..	*7,721*	*5,114*	*823*
	1937-38 ..	7,687	5,439	184
24·02. Second Class	*1936-37* ..	*2,09,382*	*88,068*	*13,291*
	1937-38 ..	2,20,875	88,557	13,147
24·03. Third Class	*1936-37* ..	*32,55,874*	*26,17,231*	*5,57,632*
	1937-38 .	37,11,377	26,97,191	6,47,217
24·04. Total	*1936-37* ..	*34,72,977*	*27,10,413*	*5,71,746*
	1937-38 ..	39,39,939	27,91,187	6,60,548
25. Earnings from and cost of, electric train working—				
25·01. Earnings per passenger mile Pies	*1936-37* ..	*2·32*	*2·30*	*2·11*
	1937-38 ..	2·32	2·29	2·37
25·02. Cost per passenger mile .. Pies	*1936-37* ..	*1·44*	*3·18*	*1·71*
	1937-38 ..	1·35	3·02	1·64
25·03. Earnings per train mile .. Rs.	*1936-37* ..	*1·49*	*0·80*	*0·70*
	1937-38 ..	1·59	0·84	0·79
25·04. Cost per train mile Rs.	*1936-37* ..	*0·91*	*1·11*	*0·58*
	1937-38 ..	0·90	1·10	0·55
26. Gross ton miles (including Departmental) ..	*1936-37* ..	*449,137,803*	*584,374,325*	*57,187,247*
	1937-38 ..	487,838,726	580,464,239	67,455,613
27. Power used—				
27·01. Total power for traction and train lighting kilo-watt hours.	*1936-37* ..	*29,443,145*	*40,446,428*	*4,711,184*
	1937-38 ..	31,642,697	39,777,607	6,212,985
27·02. Kilo-watt hours per train unit mile ..	*1936-37* ..	*12·4*	*12·1*	*5·78*
	1937-38 ..	12·4	12·2	6·49
27·03. Kilo-watt hours per 1,000 gross ton miles	*1936-37* ..	*65·6*	*70·0*	*60.9*
	1937-38 ..	64·9	70·0	70·6
28. Lubricating oil used for all purposes (including Departmental)—				
28·01. Total pints	*1936-37* ..	*40,240*	*130,313*	*13222*
	1937-38 ..	41,049	150,472	17,626
28·02. Pints per 1,000 vehicles miles	*1936-37* ..	*4·81*	*10·1*	*5.86*
	1937-38 ..	4·56	11 8	6.63

33.—*Statement of Steam Coach and Rail Motor Performances on* ***Class I Railways*** *during the years 1936-37 and 1937-38.*

(*i*) Steam Coach Performance.

Railway.	Years.	Average authorised stock (in units).	Average number on line (in units).	Steam Coach miles (in thousands).	Steam coach miles per steam coach day.	Steam coach failures.		Lbs. of coal consumed per steam coach mile.
						Number.	Steam coach miles per steam coach failure.	
1	2	3	4	5	6	7	8	9
5′ 6″ Gauge.								
Bengal Nagpur	**1936-37*	*2*	*2*	*17*	*23·1*	*2*	*8,443*	*18·3*
	1937-38	2	2	16	22·5	Nil	Nil	18·7
Eastern Bengal	*1936-37*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
	1937-38	Nil	Nil	Nil	Nil	Nil	Nil	Nil
East Indian	*1936-37*	*3*	*3*	*6*	*5·12*	*2*	*2,802*	*13·6*
	1937-38	3	3	..	0·41	Nil	Nil	12·1
Great Indian Peninsula	*1936-37*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
	1937-38	Nil	Nil	Nil	Nil	Nil	Nil	Nil
North Western	*1936-37*	*7*	*7*	*158*	*61·7*	*6*	*26,295*	*15·6*
	1937-38	7	7	137	53·5	2	68,351	15·6
Total	*1936-37*	*12*	*12*	*181*	*41·2*	*10*	*18,026*	*15·8*
	1937-38	12	12	153	35·1	2	76,795	15·9
3′ 3⅜″ Gauge.								
Bombay, Baroda & Central India.	*1936-37*	*3*	*3*	*66*	*60·0*	*2*	*32,849*	*16·4*
	1937-38	3	3	71	65·0	1	70,725	15·9
Eastern Bengal	*1936-37*	*2*	*2*	*14*	*19·5*	*2*	*7,112*	*28·3*
	1937-38	2	2	5	6·29	1	4,588	33·2
Nizam's State	*1936-37*	*2*	*2*	*18*	*25·0*	*1*	*18,195*	*12·4*
	1937-38	2	2	8	11·0	Nil	Nil	15·6
Total	*1936-37*	*7*	*7*	*98*	*38·4*	*5*	*19,623*	*17·4*
	1937-38	7	7	84	32·6	2	41,709	16·8
2′ 6″ and 2′ 0″ Gauges.								
Bengal Nagpur	**1936-37*	*3*	*3*	*12*	*10·9*	*1*	*12,018*	*24·4*
	1937-38	3	3	20	18·3	2	10,035	24·2
North Western	*1936-37*	*3*	*3*	*75*	*68·1*	*Nil*	*Nil*	*11·8*
	1937-38	3	3	72	65·7	Nil	Nil	12.5
Total	*1936-37*	*6*	*6*	*87*	*39·5*	*1*	*86,570*	*13·5*
	1937-38	6	6	92	42·0	2	46,000	15·1

(*ii*) Rail Motor Performance.

Railway.	Years.	Average authorised stock.	Average number on line.	Rail motor miles (in thousands).	Rail motor miles per rail motor day.	Rail motor failures.		Gallons of fuel consumed per 100 rail motor miles.
						Number.	Rail motor miles per rail motor failure.	
1	2	3	4	5	6	7	8	9
5′ 6″ Gauge.								
North Western	*1936-37*	*1*	*1*	*1*	*1·96*	*Nil*	*Nil*	*12·7*
	1937-38	1	1	..	0·35	Nil	Nil	10·9
3′ 3⅜″ Gauge.								
Jodhpur	*1936-37*	*1*	*1*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
	1937-38	1	1	2	4·45	Nil	Nil	9·59
South Indian	*1936-37*	*3*	*3*	*66*	*60·0*	*2*	*32,850*	*9·30*
	1937-38	3	3	43	40·0	4	10,855	9·16
Total	*1936-37*	*4*	*4*	*66*	*45·0*	*2*	*32,850*	*9.30*
	1937-38	4	4	45	30·9	4	11,262	8.83
2′ 6″ Gauge.								
North Western	*1936-37*	*7*	*7*	*50*	*19·7*	*1*	*50,283*	*18·2*
	1937-38	7	7	43	16·7	3	14,259	17·3

*Represent actual figures for April to November 1936 and March 1937 and three months figures for December 1935 and January and February 1936—Figures for these three months in 1936-37 not being available due to labour unrest.

34.—*Statement of Equipment showing the actual stock running on Class II and III Railways on 31st March 1938.*

Railway.	Locomotives.	Rail Motor Cars.	Steam Coaches.	Electric Motor Coaches.	† Coaching Vehicles (excluding vehicles used exclusively on Railway service).							† Goods Wagons (excluding wagons used exclusively on Railway service)			† Railway service vehicles.	
					Passenger carriages.											
					Number.	Seats by classes.				Other coaching vehicles.	Total.	Covered and open wagons.	Special wagons.	Total.	Coaching (including officers' carriages).	Goods (including inspection trollies, Travelling cranes and Dummy Trucks).
						1st.	2nd.	Inter.	Third.							
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
Class II Railways.																
3′ 3¾″ Gauge.																
Bengal Dooars	19	..	..	..	59	137	107	374	2,554	8	67	433	15	448	5	10
Bhavnagar State	39	4	..	..	131	198	461	..	6,505	60	191	1,196	3	1,199	11	17
Bikaner State	54	..	..	..	128	189	243	391	5,885	33	161	1,209	..	1,209	15	61
Dibru-Sadiya	32	..	..	..	46	154	56	167	2,532	22	68	1,139	113	1,252	8	4
Gaekwar's Baroda State	24	..	..	..	163	108	139	..	5,078	3	166	327	7	334	5	14
Gondal (including Porbandar State).	26	..	..	..	109	168	409	..	3,499	30	139	659	..	659	3	43
Jamnagar Dwarka	16	3	..	..	51	83	181	..	1,600	19	70	593	5	598	4	3
Jaipur State	13	..	..	..	74	48	72	..	2,150	4	78	183	5	188	..	..
Junagadh State	18	2	..	..	143	144	444	..	3,697	20	163	340	14	354	7	12
Morvi	20	3	..	..	92 (*d*)	170	280	..	2,775	27	119 (*d*)	344 (*d*)	..	344 (*d*)	..	2
Mysore	84	1	(*a*) 6	..	239	198	468	160	10,798	43	282	1,047	..	1,047	(*d*)31	43
Total	345	13	6	..	1,235	1,597	2,860	1,092	47,073	269	1,504	7,470	162	7,632	89	209
2′ 6″ Gauge.																
Barsi Light	32	1	1	..	108	..	240	..	5,005	11	119	270	8	278	2	14
Gaekwar's Baroda State	37	2	(*b*) 5	..	300	98	180	..	6,144	4	304	1,072	13	1,085	13	20
Mysore	10	..	..	..	(*d*)27	..	30	..	1,352	..	(*d*)27	(*d*)81	..	(*d*)81	(*d*) 3	11
Shahdara (Delhi) Saharanpur Light.	10	..	..	..	49	12	36	78	1,135	1	50	265	1	266	4	1
Total	89	3	6	..	484	110	486	78	13,636	16	500	1,688	22	1,710	22	46
2′ 0″ Gauge.																
Darjeeling-Himalayan	35	2	..	..	106	244	250	..	2,193	25	131	513	..	513	..	..
Mysore	6	..	..	..	(*d*)5	..	18	..	98	..	(*d*) 5	(*d*)51	..	(*d*)51	..	3
Total	41	2	..	..	111	244	268	..	2,291	25	136	564	..	564	..	3
Class III Railways.																
3′ 3¾″ Gauge.																
Udaipur Chitorgarh	17	2	..	..	64	42	80	71	3,016	17	81	87	..	87	3	..
Total	17	2	..	..	64	42	80	71	3,016	17	81	87	..	87	3	..
2′ 6″ Gauge.																
Ahmadpur-Katwa	5	..	..	..	19	18	18	64	448	*4	23	22	..	22	..	..
Arrah-Sasaram Light	6	..	..	..	22	32	..	66	621	3	25	128	..	128	..	1
Bankura-Damoodar River.	7	..	..	..	27	24	24	112	616	*6	33	72	..	72	..	(*c*)1
Baraset-Basirhat Light	11	..	..	..	41	58	..	221	1,257	1	42	68	..	68	..	4
Carried over	29	..	..	..	109	132	42	463	2,942	14	123	290	..	290	..	6

* Brake vans.
† In units.

(*a*) Internal Combustion Coaches.
(*b*) Includes 4 Internal Combustion Coaches.
(*c*) Inspection motor trollies.
(*d*) Represent actual Numbers in Stock.

34.—*Statement of Equipment showing the actual stock running on* ***Class II and III Railways*** *on 31st March 1938*—concld.

Railway.	Locomotives.	Rail Motor Cars.	Steam Coaches.	Electric Motor Coaches.	‡ Coaching Vehicles (excluding vehicles used exclusively on Railway service).							Goods Wagons‡ (excluding wagons used exclusively on Railway service).			‡ Railway service vehicles.	
					Passenger carriages.					Other coaching vehicles.	Total.	Covered and open wagons.	Special wagons.	Total.	Coaching (including officers' carriages).	Goods (including inspection trollies, Travelling cranes and Dummy Trucks).
					Number.	Seats by classes.										
						1st.	2nd.	Inter.	Third.							
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
Brought forward .	29	..	..	..	109	132	42	463	2,942	14	123	290	..	290	..	6
CLASS III RAILWAYS—*concld.*																
2′ 6″ Gauge.																
Bengal Provincial .	7	..	..	..	24	20	20	82	502	*2	26	55	..	55	1	§2
Bukhtiarpur-Bihar Light.	5	..	..	..	22	30	24	119	575	..	22	68	..	68	..	2
Burdwan-Katwa .	7	..	..	..	22	18	18	96	512	*4	26	36	..	36	..	§1
Cutch State . ..	6	1	..	..	17	..	60	..	424	..	17	58	1	59	..	§2
Dehri-Rohtas Light .	6	3	1	..	9	20	..	12	170	3	12	129	..	129	2	3
Dholpur-State . ..	6	..	..	..	9	..	22	..	404	..	9	114	3	117	..	2
Futwah-Islampur .	3	..	..	..	9	12	..	58	308	..	9	28	..	28	..	..
Kalighat-Falta . .	11	..	..	..	38	30	34	112	1,080	*8	46	45	..	45	..	..
Tezpur-Balipara Light	3	..	..	..	19	12	..	40	670	4	23	91	..	91	..	1
Total .	83	4	1	..	278	274	220	982	7,587	35	313	914	4	918	3	19
2′ 0″ Gauge.																
Gwalior Light . .	24	..	..	..	71	46	124	..	1,904	6	77	343	7	350	9	7
Howrah-Amta Light .	†19	..	..	..	89	82	..	304	2,374	7	96	80	..	80	..	(*c*) 9
Howrah-Sheakhala Light.	3	..	..	..	32	28	..	110	802	..	32	11	..	11	..	(*d*)2
Jagadhri Light . .	3	..	..	..	4	6	..	14	84	*1	5	7	..	7	..	..
Jorhat (Provincial) .	6	1	..	..	19	18	24	98	384	5	24	75	1	76	..	1
Kulasekharapatnam Light.	..	6	..	..	24	..	..	..	746	..	24	45	..	45	..	§1
Matheran Light .	3	4	..	..	24	85	69	..	166	(*b*)1	25	17	*2	19	2	(*a*) 3
Trivellore Light .	1	3	..	..	14	...	..	..	94	..	14	4	1	5	..	1
Total .	59	14	..	..	277	265	217	526	6,554	20	297	582	11	593	11	24

* Brake vans.
† Includes one Diesel Locomotives.
(*a*) Includes one motor trolly.
‡ In units.
§ Inspection motor trollies.
(*b*) Saloon.
(*c*) Includes 7 workmen Train Coaches.
(*d*) Workmen Train Coaches.

35.—*Statement of Net Additions to and reductions from Equipment of Class II and III Railways during the year 1937-38.*

Railway.	Locomotives.	Rail Motor cars.	Steam coaches.	Electric Motor Coaches.	† Coaching vehicles (excluding vehicles used exclusively on railway service).							† Goods wagons (excluding wagons used exclusively on railway service).			† Railway Service Vehicles.	
					Passenger carriages.					Other coaching vehicles.	Total.	Covered and open wagons.	Special wagons.	Total	Coaching (including officers' carriages).	Goods (including inspection trollies, Travelling Cranes and Dummy Trucks).
					No	Seats by Classes. 1st	2nd	Inter.	Third.							
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
Class II Railways.																
3' 3¾" Gauge.																
Bengal Dooars	..	..	..	..	..	6	4	..	—22	..	..	—1	..	—1	..	..
Bhavnagar State	2	2	..	..	1	6	9	..	8	4	5	110	..	110	1	1
Bikaner State	..	..	..	..	—2	—9	—12	—6	—43	..	—2	—1	..	—1	..	5
Dibru Sadiya	..	..	..	(b)—1	..	—8	—74	12	66	..	..	—141	—1	—142	..	..
Gaekwar's Baroda State	2	..	..	..	1	9	..	..	—15	..	1	4	..	4	—1	..
Gondal (including Porbandar State)	..	..	..	..	1	5	..	..	13	..	1	—2	..	—2	—1	..
Jamnagar Dwarka	—1	1	..	..	1	—6	3	..	23	—1	..	—7	1	—6	..	..
Jaipur State	..	..	..	..	..	..	..	..	..	..	..	58	..	58	..	..
Junagadh State	..	..	..	..	12	..	84	..	304	3	15	2	..	2	..	..
Morvi	..	..	..	..	..	..	..	..	..	..	..	—5	..	—5	..	..
Mysore	38	..	..	..	102	81	170	160	4,862	21	123	473	..	473	7	15
Total	41	3	..	(b)—1	116	84	184	166	5,196	27	143	490	..	490	6	21
2' 6" Gauge.																
Barsi Light	—2	..	—1	..	1	..	—6	..	—30	..	1	..	..	..	..	..
Gaekwar's Baroda State	..	..	..	..	..	..	..	..	—81	..	..	..	..	..	..	..
Mysore	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1
Shahdara (Delhi) Saharanpur Light.	..	..	..	..	..	..	..	—6	—142	..	..	2	..	2	..	—2
Total	—2	..	—1	..	1	..	—6	—6	—253	..	1	2	..	2	..	—1
2' 0" Gauge.																
Darjeeling Himalayan	..	..	..	..	—3	..	—40	..	40	—1	—4	—8	..	—8	..	..
Total	..	..	..	..	—3	..	—40	..	40	—1	—4	—8	..	—8	..	..
Class III Railways.																
3' 3¾" Gauge.																
Udaipur-Chitorgarh	1	2	..	..	3	4	8	7	180	3	6	3	..	3	..	..
Total	1	2	..	..	3	4	8	7	180	3	6	3	..	3	..	..
2' 6" Gauge.																
Arrah-Sasaram Light	..	..	..	..	3	..	..	2	62	—1	2	5	..	5	..	..
Barsset Basirhat Light	..	—1	..	..	2	..	..	..	—28	..	2	1	..	1	..	..
Cutch State	..	..	..	..	..	..	—36	..	..	..	..	2	..	2	..	..
Dholpur State	..	..	..	..	..	..	..	..	..	..	..	—1	..	—1	..	..
Tezpur-Balipara Light	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1
Total	..	—1	..	..	5	..	—36	2	34	—1	4	7	..	7	..	1
2' 0" Gauge.																
Gwalior Light	—1	..	..	..	—5	—4	..	..	—96	..	—5	—4	..	—4	1	..
Howrah-Amta Light	1	..	..	..	—16	—2	..	—14	—49	—5	—21	..	..	..	..	1
Howrah Sheakhala Light	..	..	..	..	..	2	..	—8	—13	..	..	..	..	..	..	..
Matheran Light	..	..	..	..	—1	..	—8	..	12	..	—1	..	..	..	..	..
Trivellore Light	—1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Total	—1	..	..	..	—22	—4	—8	—22	—146	—5	—27	—4	..	—4	1	..

† In units.

(b) Petrol Road Motor Bus.

36.—*Statement of Passenger and Goods Revenue Statistics and Earnings of*

Railway.	Gauge.	Year.	Passengers originating on home line whether local or foreign (in hundreds).					* Other traffic.	Passengers carried (in hundreds).				
			1st.	2nd.	Inter.	3rd.	Total.		* 1st.	* 2nd.	* Inter.	* 3rd.	* Total (Cols. 8+9).
1	2	3	4	5	6	7	8	9	10	11	12	13	14
Class II Railways.													
Barsi Light	2′ 6″	*1936-37*	..	*1,8*	..	*743,5*	*745,3*	*130,7*	..	*2,5*	..	*873,5*	*876,0*
		1937-38	..	2,1	..	803,8	805,9	266,2	..	2,6	..	1,069,5	1,072,1
Bengal Dooars	3′ 3⅜″	*1936-37*	*9*	*2,0*	*18,4*	*1,024,6*	*1,045,9*	*27,4*	*1,0*	*2,4*	*19,2*	*1,050,7*	*1,073,3*
		1937-38	6	2,2	19,3	1,077,1	1,099,2	30,2	8	2,5	20,1	1,106,0	1,129,4
Bhavnagar State	3′ 3⅜″	*1936-37*	*9*	*19,5*	..	*2,640,8*	*2,661,2*	*307,9*	*1,4*	*26,0*	..	*2,941,7*	*2,969,1*
		1937-38	9	15,7	..	2,907,3	2,923,9	37,5	1,3	21,2	..	2,938,9	2,961,4
Bikaner State	3′ 3⅜″	*1936-37*	*8*	*5,7*	*12,0*	*1,906,8*	*1,925,3*	*192,8*	*1,2*	*7,7*	*14,1*	*2,095,1*	*2,118,1*
		1937-38	1,0	6,4	12,1	1,984,5	2,004,0	263,9	1,5	8,4	14,4	2,243,6	2,267,9
Darjeeling Himalayan	2′ 0″	*1936-37*	*1,2*	*10,2*	..	*704,6*	*716,0*	*12,6*	*2,1*	*13,4*	..	*713,1*	*728,6*
		1937-38	1,3	8,4	..	718,3	728,0	11,9	1,8	11,3	..	726,8	739,9
Dibru Sadiya	3′ 3⅜″	*1936-37*	*2,2*	*4,0*	*23,7*	*1,249,7*	*1,279,6*	*38,2*	*2,4*	*4,3*	*25,5*	*1,285,6*	*1,317,8*
		1937-38	2,3	3,7	24,9	1,299,0	1,329,9	41,5	2,7	3,9	26,6	1,338,2	1,371,4
Gaekwar's Baroda State	3′ 3⅜″	*1936-37*	*3*	*8,4*	..	*3,390,9*	*3,399,6*	*704,3*	*8*	*13,2*	..	*4,089,9*	*4,103,9*
		1937-38	4	8,5	..	3,229,1	3,238,0	680,9	9	13,2	..	3,904,8	3,918,9
	2′ 6″	*1936-37*	*4*	*21,2*	..	*2,811,4*	*2,833,0*	*192,4*	*5*	*22,1*	..	*3,002,8*	*3,025,4*
		1937-38	5	21,0	..	2,689,1	2,710,6	187,0	5	21,8	..	2,875,3	2,897,6
Gondal	3′ 3⅜″	*1936-37*	*3*	*11,1*	..	*1,603,5*	*1,614,9*	*738,1*	*1,0*	*24,2*	..	*2,327,8*	†*2,353,0*
		1937-38	3	11,4	..	1,569,8	1,581,5	743,5	1,1	24,8	..	2,299,1	2,325,0
Jaipur State	3′ 3⅜″	*1936-37*	*6*	*3,6*	..	*904,9*	*909,1*	*196,7*	*1,2*	*5,9*	..	*1,098,7*	*1,105,8*
		1937-38	5	3,6	..	937,5	941,6	213,9	1,1	6,1	..	1,148,3	1,155,5
Jamnagar Dwarka	3′ 3⅜″	*1936-37*	*9*	*7,5*	..	*598,2*	*606,6*	*68,8*	*1,1*	*9,7*	..	*664,6*	*675,4*
		1937-38	8	8,0	..	671,8	680,6	96,8	1,1	10,6	..	765,7	777,4
Junagadh State	3′ 3⅜″	*1936-37*	*4*	*15,5*	..	*2,175,0*	*2,190,9*	*243,2*	*5*	*19,8*	..	*2,413,8*	*2,434,1*
		1937-38	5	15,0	..	2,150,6	2,166,1	240,0	8	18,9	..	2,386,4	2,406,1
Morvi	3′ 3⅜″	*1936-37*	*8*	*11,8*	..	*829,4*	*842,0*	*322,7*	*1,8*	*23,1*	..	*1,139,6*	*1,164,7*
		1937-38	9	11,4	..	805,2	817,5	357,1	2,0	23,3	..	1,149,3	1,174,6
Mysore	3′ 3⅜″	*1936-37*	*1,4*	*36,6*	..	*3,350,8*	*3,388,8*	*98,4*	*1,7*	*38,2*	..	*3,447,3*	*3,487,2*
		1937-38	2,0	46,9	2,3	4,733,5	4,784,7	113,3	2,3	48,9	3,0	4,843,8	4,898,0
	2′ 6″	*1936-37*	..	*1,0*	..	*805,8*	*806,8*	*17,9*	..	*1,0*	..	*823,7*	*824,7*
		1937-38	..	1,1	..	844,2	845,3	21,8	..	1,1	..	866,0	867,1
	2′ 0″	*1936-37*	..	*3*	..	*29,8*	*30,1*	*1*	..	*3*	..	*29,9*	*30,2*
		1937-38	..	3	..	37,6	37,9	..	..	3	..	37,6	37,9
Shahdra (Delhi)—Saharanpur Light.	2′ 6″	*1936-37*	*2*	*3,7*	*10,0*	*915,3*	‡*929,2*	*18,8*	*2*	*3,8*	*10,2*	‡*933,8*	‡*948,0*
		1937-38	2	3,5	9,3	‡965,3	978,3	17,3	2	3,5	9,4	982,5	995,6
Total Class II Railways		*1936-37*	*11,3*	*163,9*	*64,1*	‡*25,685,0*	‡*25,924,3*	*3,311,0*	*16,9*	*217,6*	*69,0*	‡*28,931,8*	‡*29,235,3*
		1937-38	12,2	169,2	67,9	27,423,7	27,673,0	3,322,8	18,1	222,4	73,5	30,681,8	30,995,8
Class III Railways.													
Ahmadpur Katwa	2′ 6″	*1936-37*	..	*5*	*2,6*	*165,7*	*168,8*	*5,8*	..	*6*	*3,1*	*170,9*	*174,6*
		1937-38	..	3	2,5	194,2	197,0	5,7	..	3	2,8	199,6	202,7
Arrah-Sasaram Light	2′ 6″	*1936-37*	*4*	..	*6,1*	*397,8*	*404,3*	*3,2*	*4*	..	*6,2*	*400,9*	*407,5*
		1937-38	4	..	5,1	438,6	444,1	3,8	4	..	5,2	442,3	447,9
Bankura-Damodar River	2′ 6″	*1936-37*	*1*	*3*	*1,6*	*128,6*	*130,6*	*1,6*	*1*	*3*	*1,8*	*130,0*	*132,2*
		1937-38	..	3	1,6	136,2	138,1	1,0	1	3	1,6	137,1	139,1
Baraset Basirhat Light	2′ 6″	*1936-37*	*4,1*	..	*49,7*	*1,005,8*	*1,059,6*	*6*	*4,1*	..	*49,7*	*1,006,4*	*1,060,2*
		1937-38	5,9	..	61,7	1,264,2	1,331,8	8	5 9	..	61,8	1,264,9	1,332,6
Bengal Provincial	2′ 6″	*1936-37*	*1*	*7*	*5,6*	*262,9*	*269,3*	*64,3*	*1*	*1,0*	*7,4*	*325,1*	*333,6*
		1937-38	1	7	5,5	305,9	312,2	53,9	2	1,0	7,5	357 4	366,1

* Columns 9 to 14 and 20 to 24—For the purpose of these figures passengers travelling over two or more railways or two or more gauges on the same railway are considered as having made two or more separate journeys.

† Includes figures of Porbandar State Railway for 7 months *viz*, from September 1936 to March 1937, as it was taken over by Gondal Railway from 1st September 1936. Figures from April 1936 to August 1936 are not available.

‡ Revised figures.

Class II and III Railways for the years 1936-37 and 1937-38.

Passenger miles (in thousands).					Average number of miles a passenger was carried.					Earnings from passengers carried (in thousands).					
1st.	2nd.	Inter.	3rd.	Total.	1st.	2nd.	Inter.	3rd.	Total.	1st.	2nd.	Inter.	3rd.	Total.	Railway.
15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
										Rs.	Rs.	Rs.	Rs.	Rs.	Class II Rys.
..	*136*	..	*32,880*	*33,016*	..	*54·3*	..	*37·6*	*37·7*	..	*7*	..	*6,23*	*6,30*	Parsi Light.
..	162	..	43,527	43,689	..	61·5	..	40·7	40·8	..	8	..	6,87	7,95	
29	*62*	*319*	*18,635*	*19,045*	*29·2*	*25·9*	*16·6*	*17·7*	*17·7*	*6*	*4*	*9*	*3,07*	*3,26*	Bengal Doors.
23	64	329	19,589	20,005	28·3	25·2	16·4	17·7	17·7	6	4	9	3,26	3,45	
106	*1,325*	..	*78,527*	*79,958*	*76·0*	*50·9*	..	*26·7*	*26·9*	*9*	*59*	..	*13,94*	*14,62*	Bhavnagar State.
82	1,224	..	78,884	80,190	63·1	57·7	..	26·8	27·8	7	55	..	14,01	14,63	
87	*431*	*848*	*79,626*	*80,992*	*75·3*	*56·0*	*60·2*	*38·0*	*38·2*	*11*	*27*	*24*	*16,59*	*17,21*	Bikaner State.
109	498	908	89,946	91,461	73·7	59·2	63·1	40·1	40·3	17	37	28	18,74	19,56	
86	*485*	..	*9,513*	*10,084*	*41·1*	*36·2*	..	*13·3*	*13·8*	*14*	*48*	..	*2,48*	*3,10*	Darjeeling Himalayan.
68	395	..	9,933	10,396	37·8	34·9	..	13·7	14·1	13	39	..	2,44	2,96	
56	*99*	*541*	*19,308*	*20,004*	*23·0*	*23·0*	*21·0*	*15·0*	*15·0*	*5*	*5*	*15*	*3,02*	*3,27*	Dibru Sadiya.
49	85	549	19,568	20,251	17·8	22·1	20·6	14·6	14·8	4	4	16	3,06	3,30	
28	*338*	..	*66,450*	*66,816*	*35·2*	*25·6*	..	*16·2*	*16·3*	*3*	*21*	..	*12,97*	*13,21*	
27	337	..	65,536	65,900	30·5	25·5	..	16·8	16·8	3	21	..	12,80	13,04	Gaekwar Baroda State.
14	*421*	..	*39,891*	*40,326*	*30·7*	*19·0*	..	*13·3*	*13·3*	*2*	*20*	..	*10,11*	*10,33*	
16	436	..	38,508	38,960	31·4	19·9	..	13·4	13·4	2	20	..	9,78	10,00	
46	*971*	..	*58,788*	*59,805*	*43·8*	*38·6*	..	*23·9*	†*24·1*	*4*	*45*	..	*10,62*	*11,11*	Gondal.
50	975	..	55,708	56,733	44·8	39·3	..	24·2	24·4	5	45	..	10,88	11,38	
74	*316*	..	*38,234*	*38,624*	*61·9*	*53·6*	..	*34·8*	*34·9*	*8*	*19*	..	*6,58*	*6,85*	Jaipur State.
75	340	..	40,093	40,508	68·8	55·4	..	34.9	35·1	9	20	..	6,90	7,19	
71	*534*	..	*23,953*	*24,558*	*63·3*	*55·4*	..	*36·0*	*36·4*	*7*	*29*	..	*5,55*	*5,91*	Jamnagar Dwarka.
72	594	..	29,240	29,906	66·4	56·2	..	38·2	38·5	8	32	..	6,69	7,09	
18	*596*	..	*46,904*	*47,518*	*35·9*	*30·1*	..	*19·4*	*19·5*	*2*	*26*	..	*8,50*	*8,78*	Junagadh State.
25	555	..	46,277	46,857	31·9	29·4	..	19·4	19·5	2	25	..	8,41	8,68	
121	*1,381*	..	*42,354*	*43,856*	*67·0*	*59·9*	..	*37·2*	*37·7*	*12*	*66*	..	*7,67*	*8,45*	Morvi.
138	1,448	..	45,416	47,002	68·9	62·1	..	39·5	40·0	14	69	..	8,19	9,02	
113	*2,089*	..	*83,997*	*86,199*	*66·5*	*54·7*	..	*24·4*	*24·7*	*13*	*75*	..	*14,39*	*15,27*	
173	3,016	251	123,270	126,710	75·2	61·7	83·7	25·4	25·9	14	92	8	17,45	18,59	
..	*23*	..	*14,842*	*14,865*	..	*23·0*	..	*18·0*	*18·0*	..	*1*	..	*1,91*	*1,92*	
..	26	..	15,491	15,517	..	23·6	..	17·9	17·9	..	1	..	1,96	1,97	Mysore.
..	*4*	..	*499*	*503*	..	*13·3*	..	*16·7*	*16·7*	..	..	..	*9*	*9*	
..	5	..	587	592	..	16·7	..	15·6	15·6	..	..	..	8	8	
6	*103*	*237*	*21,275*	*21,621*	*29·3*	*27·0*	*23·3*	‡*22·8*	‡*22·8*	*1*	*5*	*8*	*4,43*	*4,57*	Shahdara (Delhi) Saharanpur Light.
6	108	239	22,752	23,105	27·1	30·7	25·5	23·2	23·2	..	5	8	4,74	4,87	
855	*9,314*	*1,945*	*675,676*	*687,790*	*50·6*	*42·8*	*28·2*	‡*23·4*	*23·5*	*97*	*4,57*	*56*	*1,28,15*	*1,34,25*	Total Class II Rys.
913	10,268	2,276	744,325	757,782	50·4	46·2	31·0	24·3	24·4	1,04	4,77	69	1,37,26	1,43,76	
															Class III Rys.
..	*7*	*43*	*1,936*	*1,986*	..	*11·7*	*13·9*	*11·3*	*11·4*	..	*1*	*2*	*60*	*63*	Ahmadpur Katwa.
..	4	42	2,247	2,293	..	13·3	15·0	11·3	11·3	..	..	2	70	72	
15	..	*221*	*11,237*	*11,473*	*36·9*	..	*35·6*	*28·0*	*28·2*	*1*	..	*7*	*2,05*	*2,13*	Arrah-Sasaram Light.
14	..	206	12,113	12,333	35·7	..	39·9	27·4	27·5	1	..	6	2,21	2,28	
1	*9*	*37*	*2,147*	*2,194*	*10·0*	*30·0*	*20·6*	*16·5*	*16.6*	..	*1*	*1*	*67*	*69*	Bankura-Damodar River.
1	7	32	2,198	2,238	10·0	23 3	20·0	16·0	16·1	..	1	1	69	71	
102	..	*750*	*14,314*	*15,166*	*24·7*	..	*15·1*	*14·2*	*14·3*	*4*	..	*20*	*2,58*	*2,82*	Barasat-Basirhat Light.
137	..	1,026	18,735	19,898	23·4	..	16·6	14·8	14·9	6	..	27	3,46	3.79	
1	*6*	*41*	*2,054*	*2,102*	*6·40*	*5·51*	*5·59*	*6·32*	*6·32*	..	..	*1*	*52*	*53*	Bengal Provincial.
1	8	40	2,583	2,632	5·61	7·38	5·38	7·22	7·19	..	..	1	59	60	

† See similar remarks on previous page.
‡ Revised figures.

36.—*Statement of Passenger and Goods Revenue Statistics and Earnings of Class II and III Railways for the years 1936-37 and 1937-38*—contd.

Railways.	Gauge.	Year.	Average rate (in pies) charged per passenger per mile.					Tons of goods carried (in thousands).			Net ton miles (In thousands).	*Average miles a ton of goods was carried.	Earnings from tons carried (in thousands).	Average rate charged for carrying a ton of goods one mile. (In pies.)
			1st.	2nd.	Inter.	3rd.	Total.	Originating on home line (whether local or foreign).	*Other traffic.	*Total.				
31	32	33	34	35	36	37	38	39	40	41	42	43	44	45
CLASS II RAILWAYS.													Rs.	
Barsi Light	2′ 6″	*1936-37*	..	*10·0*	..	*3·64*	*3·66*	*91*	*57*	*148*	*8,160*	*55·1*	*7,79*	*18·3*
		1937-38	..	10·0	..	3·47	3·49	112	64	176	10,160	57·8	9,20	17·4
Bengal Dooars	3′ 3⅜″	*1936-37*	*24·2*	*11·9*	*5·33*	*3·00*	*3·10*	*106*	*88*	*194*	*14,619*	*75·4*	*13,03*	*17·1*
		1937-38	24·2	11·9	5·33	3·00	3·09	102	112	214	17,292	80·8	14,99	16·7
Bhavnagar State	3′ 3⅜″	*1936-37*	*17·5*	*8·56*	..	*3·41*	*3·51*	*381*	*174*	*555*	*26,460*	*47·7*	*15,93*	*11·6*
		1937-38	17·5	8·62	..	3·41	3·50	323	158	481	23,910	49·7	13,79	11·1
Bikaner State	3′ 3⅜″	*1936-37*	*24·0*	*12·0*	*5·50*	*4·00*	*4·08*	*281*	*154*	*435*	*49,002*	*112·5*	*19,33*	*7·60*
		1937-38	29·4	14·5	5·90	4·00	4·10	278	186	464	53,200	114·5	22,13	7·99
Darjeeling-Himalayan	2′ 0″	*1936-37*	*31·9*	*19·0*	..	*5·00*	*5·91*	*127*	*42*	*169*	*4,803*	*28·4*	*12,49*	*50·1*
		1937-38	33·6	19·0	..	4·73	5·47	135	42	177	5,406	30·5	11,60	41·2
Dibru Sadiya	3′ 3⅜″	*1936-37*	*18·0*	*9·00*	*5·50*	*3·00*	*3·00*	*335*	*59*	*394*	*12,866*	*33·0*	*14,60*	*22·0*
		1937-38	18·0	9·00	5·50	3·00	3·00	423	58	481	15,581	32·0	16,72	21·0
Gaekwar's Baroda State	3′ 3⅜″	*1936-37*	*23·6*	*11·7*	..	*3·75*	*3·79*	*86*	*269*	*355*	*11,163*	*31·4*	*7,42*	*12·8*
		1937-38	23·6	11·6	..	3·75	3·80	101	283	384	12,318	32·1	8,13	12·7
	2′ 6″	*1936-37*	*24·0*	*9·00*	..	*4·87*	*4·92*	*283*	*111*	*394*	*12,005*	*30·4*	*11,55*	*18·5*
		1937-38	23·7	9·00	..	4·88	4·93	269	116	385	11,705	30·4	11,12	18·2
Gondal	3′ 3⅜″	*1936-37*	*17·8*	*9·00*	..	*3·47*	*3·57*	*†256*	*†262*	*518*	*†16,994*	*†36·3*	*11,82*	*†12·9*
		1937-38	17·7	8·86	..	3·75	3·85	288	311	599	20,184	33·7	13,68	13·0
Jaipur State	3′ 3⅜″	*1936-37*	*20·1*	*11·5*	..	*3·31*	*3·41*	*24*	*141*	*165*	*11,378*	*68·9*	*4,95*	*8·35*
		1937-38	21·0	11·4	..	3·31	3·41	32	147	179	12,206	68·1	5,43	8·55
Jamnagar Dwarka	3′ 3⅜″	*1936-37*	*19·8*	*10·3*	..	*4·45*	*4·62*	*292*	*42*	*334*	*12,042*	*36·0*	*5,95*	*9·49*
		1937-38	20·0	10·4	..	4·39	4·55	318	58	376	13,392	35·6	6,57	9·42
Junagadh State	3′ 3⅜″	*1936-37*	*17·5*	*8·43*	..	*3·48*	*3·55*	*243*	*38*	*281*	*11,593*	*41·2*	*8,16*	*13·5*
		1937-38	17·4	8·50	..	3·49	3·56	265	46	311	12,337	39·7	9,37	14·6
Morvi	3′ 3⅜″	*1936-37*	*19·1*	*9·18*	..	*3·48*	*3·70*	*204*	*110*	*314*	*14,912*	*47·4*	*8,03*	*10·3*
		1937-38	18·8	9·19	..	3·46	3·69	188	128	316	16,372	51·8	8,53	9·96
Mysore	3′ 3⅜″	*1936-37*	*22·1*	*6·89*	..	*3·29*	*3·40*	*309*	*109*	*418*	*22,363*	*53·5*	*12,72*	*10·9*
		1937-38	15·5	5·86	6·12	2·72	2·82	404	153	557	37,284	66·9	18,60	9·58
	2′ 6″	*1936-37*	..	*8·35*	..	*2·47*	*2·48*	*31*	*4*	*35*	*1,384*	*39·5*	*90*	*12·5*
		1937-38	..	7·38	..	2·43	2·44	40	2	42	1,672	39·8	99	11·4
	2′ 0″	*1936-37*	..	..	..	*3·46*	*3·44*	*8*	*1*	*9*	*242*	*26·9*	*29*	*23·0*
		1937-38	..	..	..	2·62	2·59	8	1	9	241	26·8	29	23·1
Shahdara (Delhi) Saharanpur Light.	2′ 6″	*1936-37*	*14·0*	*8·99*	*6·50*	*3·99*	*4·05*	*145*	*35*	*180*	*5,586*	*31·1*	*5,01*	*17·4*
		1937-38	14·0	9·00	6·50	4·00	4·05	119	66	185	7,142	38·7	5,59	15·0
TOTAL CLASS II RAILWAYS	..	*1936-37*	*21·8*	*9·42*	*5·53*	*3·64*	*3·75*	*3,202*	*1,696*	*4,898*	*235,572*	*48·1*	*1,59,97*	*13·0*
		1937-38	21·9	8·92	5·82	3·54	3·64	3,405	1,931	5,336	270,402	50·7	1,76,73	12·5
CLASS III RAILWAY														
Ahmadpur Katwa	2′ 6″	*1936-37*	..	*27·4*	*8·93*	*5·95*	*6·09*	*8*	*5*	*13*	*273*	*21·0*	*18*	*12·7*
		1937-38	..	..	9·14	5·98	6·03	12	6	18	357	19·8	24	12·9
Arrah-Sasaram Light	2′ 6″	*1936-37*	*15·0*	..	*6·00*	*3·50*	*3·56*	*47*	*9*	*56*	*1,819*	*32·4*	*1,05*	*11·1*
		1937-38	15·0	..	6·00	3·50	3·55	50	8	58	2,007	34·8	1,08	10·3
Bankura-Damodar River	2′ 6″	*1936-37*	..	*21·3*	*5·19*	*5·99*	*6·04*	*14*	*4*	*18*	*766*	*42·6*	*40*	*10·0*
		1937-38	..	27·4	6·00	6 03	6·09	15	6	21	885	42·1	44	9·55
Baraset-Basirhat Light	2′ 6″	*1936-37*	*7 73*	..	*5·07*	*3·46*	*3·57*	*36*	*5*	*41*	*1,428*	*35·1*	*1,15*	*15·5*
		1937-38	7 71	..	5·11	3·54	3·65	39	3	42	1,219	28·8	1,02	16·1
Bengal Provincial	2′ 6″	*1936-37*	*23·0*	*11·5*	*5·92*	*4·83*	*4·88*	*23*	*5*	*28*	*252*	*9·14*	*23*	*17·2*
		1937-38	18·4	9·10	5·35	4·25	4·35	12	6	18	196	10 9	27	26·5

*Columns 40, 41 and 43.—For the purpose of these figures consignments passing over two or more railways or two or more gauges on the same railway are considered as two or more separate consignments.

† See similar remarks on page 216.

36.—Statement of Passenger and Goods Revenue Statistics and Earnings of Class II and III Railways for the years 1936-37 and 1937-38—contd.

Railway.	Gauge.	Year.	Passengers originating on home line whether local or foreign (in hundreds).					‡ Other traffic.	Passengers carried (in hundreds).				
			1st.	2nd.	Inter.	3rd.	Total.		‡ 1st.	‡ 2nd.	‡ Inter.	‡ 3rd.	‡ Total. (Cols. 8 +9.)
1	2	3	4	5	6	7	8	9	10	11	12	13	14
Class III—*contd.*													
Bukhtiarpur Bihar Light .	2′ 6″	*1936-37*	*1*	*1,5*	*10,2*	*546,6*	*558,4*	*58,4*	*1*	*1,7*	*12,6*	*602,4*	*616,8*
		1937-38	..	1,3	9,1	432,5	442,9	41,3	1	1,5	11,4	471,2	484,2
Burdwan-Katwa . . .	2′ 6″	*1936-37*	..	*4*	*3,1*	*193,0*	*196,5*	*8,5*	..	*5*	*3,4*	*201,1*	*205,0*
		1937-38	..	3	3,1	217,0	220,4	9,0	..	3	3,4	225,7	229,4
Cutch State	2′ 6″	*1936-37*	..	*3,6*	..	*216,5*	*220,1*	..	..	*3,6*	..	*216,5*	*220,1*
		1937-38	..	4,4	..	260,5	264,9	..	..	4,4	..	260,5	264,9
Dehri Rohtas Light . . .	2′ 6″	*1936-37*	*2*	..	*3*	*73,8*	*74,3*	..	*2*	..	*3*	*73,8*	*74,3*
		1937-38	1	Nil	2	93,4	93,7	Nil	1	Nil	2	95,4	93 7
Dholpur State	2′ 6″	*1936-37*	..	*1*	..	*109,2*	*109,3*	*4*	..	*1*	..	*109,6*	*109,7*
		1937-38	..	1	..	124,3	124,4	3	..	1	..	124,6	124,7
Futwah-Islampur . . .	2′ 6″	*1936-37*	*3*	..	*3,8*	*159,4*	*163,5*	*12,1*	*3*	..	*5,7*	*169,6*	*175,6*
		1937-38	3	..	5,1	217,3	222,7	19,2	3	..	6,0	235,6	241,9
Gwalior Light	2′ 6″	*1936-37*	..	*1,6*	..	*474,6*	*476,2*	*1,9*	..	*1,6*	..	*476,8*	*478,1*
		1937-38	..	1,6	..	469,2	470,8	2,2	..	1,6	..	471,4	473,0
Howrah Amta Light . .	2′ 0″	*1936-37*	*3,4*	..	*63,1*	*2,302,8*	*2,369,3*	..	*3,4*	..	*63,1*	*2,302,8*	*2,369,3*
		1937-38	3,3	..	63,5	2,442,1	2,508,9	..	3,3	..	63,5	2,442,1	2,508,9
Howrah-Sheakhala Light .	2′ 0″	*1936-37*	*6*	..	*9,6*	*713,6*	*723,8*	..	*6*	..	*9,6*	*713,6*	*723,8*
		1937-38	5	..	10,0	805,1	815,6	..	5	..	10,0	805,1	815,6
Jagadhri Light. . . .	2′ 0″	*1936-37*	..	..	*2*	*79,7*	*79,9*	..	..	..	*2*	*79,7*	*79,9*
		1937-38	..	..	2	88,6	88,8	..	..	..	2	88,6	88,8
Jorhat (Provincial) . .	2′ 0″	*1936-37*	†	†	†	†	†	†	†	†	†	†	†
		1937-38	†	†	†	†	†	†	†	†	†	†	†
Kalighat-Falta. . . .	2′ 6″	*1936-37*	..	*1*	*3,7*	*792,9*	*796,7*	..	..	*1*	*3,7*	*792,9*	*796,7*
		1937-38	..	1	3,5	868,5	872,1	1	..	1	3,5	868,6	872,2
Kulasekarapatnam Light .	2′ 0″	*1936-37*	..	..	..	*161,8*	*161,8*	..	..	..	..	*161,8*	*161,8*
		1937-38	..	..	..	175,9	175,9	..	..	..	..	175,9	175,9
Matheran Light . . .	2′ 0″	*1936-37*	*5*	*2,9*	..	*6,8*	*10,2*	*15,8*	*1,6*	*9,6*	..	*14,8*	*26,0*
		1937-38	5	2,8	..	7,4	10,7	13,1	1,3	8,5	..	14,0	23,8
Tezpur-Balipara . . .	2′ 6″	*1936-37*	*3*	..	*1,9*	*243,3*	*245,5*	..	*3*	..	*1,9*	*243,3*	*245,5*
		1937-38	3	..	2,0	230,1	232,4	..	3	..	2,0	230,1	232,4
Trivellore Light . . .	2 0″	*1936-37*	..	..	..	*19,6*	*19,6*	..	..	..	..	*19,6*	*19,6*
		1937-38	..	..	..	10,7	10,7	..	..	..	..	10,7	10,7
Udaipur-Chittorgarh . .	3′ 3⅜″	*1936-37*	*5*	*2,9*	*2,7*	*694,6*	*700,7*	*95,6*	*1,2*	*4,8*	*3,1*	*787,2*	*796,3*
		1937-38	5	2,8	2,9	694,5	700,7	108,6	1,6	5,1	3,1	799,5	809,3
Total Class III Railways .	..	*1936-37*	*10,6*	*14,6*	*164,2*	*8,749,0*	*8,938,4*	*268,2*	*12,4*	*23,9*	*171,8*	*8,998,5*	*9,206,6*
		1937-38	11,9	14,7	176,0	9,476,2	9,678,8	259,0	14,1	23,2	182,2	9,718,3	9,937,8

† Not available.

‡ Columns 9 to 14.—For the purpose of these figures passengers travelling over two or more railways or two or more gauges on the same railway are considered as having made two or more separate journeys.

36.—Statement of Passenger and Goods Revenue Statistics and Earnings of

Railway.	Gauge.	Year.	Passenger miles (in thousands). 1st.	2nd.	Inter.	3rd.	Total.	Average number of miles a passenger was carried. * 1st.	* 2nd.	* Inter.	* 3rd	* Total.
15	16	17	18	19	20	21	22	23	24	25	26	27
Class III—*concld.*												
Bukhtiarpur-Bihar Light	2′ 6″	*1936-37*	*3*	*36*	*252*	*9,775*	*10,066*	*23·7*	*21·4*	*20·1*	*14·6*	*16·3*
		1937-38	1	31	222	7,310	7,564	22·1	20·0	19·5	15·5	15·6
Burdwan-Katwa	2′ 6″	*1936-37*	..	*10*	*69*	*2,620*	*2,699*	..	*20·0*	*20·3*	*13·0*	*13·2*
		1937-38	..	8	66	2,898	2,972	..	26·7	19·4	12·8	13·0
Cutch State	2′ 6″	*1936-37*	..	*107*	..	*5,145*	*5,252*	..	*29·9*	..	*23·8*	*23·9*
		1937-38	..	111	..	5,262	5,373	..	25·4	..	20·2	20·3
Dehri Rohtas Light	2′ 6″	*1936-37*	*3*	..	*6*	*923*	*932*	*18·0*	..	*16·0*	*13·0*	*13·0*
		1937-38	2	Nil	3	1,152	1,157	20,0	Nil	16·0	12·0	12·0
Dholpur State	2′ 6″	*1936-37*	..	*4*	..	*2,091*	*2,095*	..	*28·9*	..	*19·1*	*19·1*
		1937-38	..	4	..	2,720	2,724	..	26·3	..	21·8	21·8
Futwah-Islampur	2′ 6″	*1936-37*	*4*	..	*64*	*2,446*	*2,514*	*15·3*	..	*11·2*	*14·4*	*14·3*
		1937-38	5	..	85	3,302	3,392	14·9	..	14·2	14·0	14·0
Gwalior Light	2′ 6″	*1936-37*	..	*59*	..	*12,182*	*12,241*	*33·0*	*39·0*	..	*25·0*	*25·0*
		1937-38	..	67	..	12,224	12,291	22·0	41·0	..	26·0	26·0
Howrah Amta Light	2′ 0″	*1936-37*	*74*	..	*625*	*29,081*	*29,780*	*21·6*	..	*9·89*	*12·6*	*12·6*
		1937-38	73	..	696	30,140	30,909	22·1	..	11·0	12·3	12·3
Howrah-Sheakhala Light	2′ 0″	*1936-37*	*8*	..	*59*	*5,834*	*5,901*	*12·9*	..	*6·18*	*8·17*	*8·15*
		1937-38	7	..	61	6,431	6,499	14·3	..	6·14	7·98	7·96
Jagadhri Light	2′ 0″	*1936-37*	..	..	..	*264*	*264*	*3·31*	..	*3·31*	*3·31*	*3·31*
		1937-38	..	..	1	293	294	3·31	..	3·31	3·31	3·31
Jorhat (Provincial)	2′ 0″	*1936-37*	†	†	†	†	†	†	†	†	†	†
		1937-38	†	†	†	†	†	†	†	†	†	†
Kalighat-Falta	2′ 6″	*1936-37*	..	*2*	*15*	*6,739*	*6,756*	..	*20·0*	*4·05*	*8·50*	*8·48*
		1937-38	..	2	17	7,496	7,515	..	20·0	4·86	8·63	8·62
Kulasekarapatnam Light	2′ 0″	*1936-37*	..	..	..	*1,587*	*1,587*	..	..	..	*9·81*	*9·81*
		1937-38	..	..	..	1,743	1,743	..	..	..	9·91	9·91
Matheran Light	2′ 0″	*1936-37*	*20*	*121*	..	*186*	*327*	*12·6*	*12·6*	..	*12·6*	*12·6*
		1937-38	16	107	..	177	300	12·6	12·6	..	12·6	12·6
Tezpore-Balipara	2′ 6″	*1936-37*	*4*	..	*27*	*2,287*	*2,318*	*12·8*	..	*14·4*	*9·30*	*9·44*
		1937-38	4	..	25	2,004	2,033	11·5	..	12·4	8·71	8·74
Trivellore Light	2′ 0″	*1936-37*	..	..	..	*47*	*47*	..	..	..	*2·37*	*2·37*
		1937-38	..	..	..	25	25	..	..	..	2·37	2·37
Udaipur-Chitorgarh	3′ 3⅜″	*1936-37*	*79*	*303*	*176*	*29,934*	*30,492*	*65·9*	*62·6*	*57·1*	*38·0*	*38·3*
		1937-38	108	315	175	31,101	31,699	68·9	61·6	55·6	38·9	39·2
Total Class III Railways	..	*1936-37*	*314*	*664*	*2,385*	*142,829*	*146,192*	*25·3*	*27·8*	*13·9*	*15·9*	*15·9*
		1937-38	369	664	2,697	152,154	155,884	26·2	28·6	14·8	15·7	15·7

* Columns 23 to 27, 39, 40 and 42.—For the purpose of these figures passengers travelling or consignments passing over two or more railways or two or more gauges on the same railway are considered as having made two or more separate journeys or as two or more separate consignments.

† Not available.

Class II and III Railways for the years 1936-37 and 1937-38—concld.

Earnings from passengers carried in thousands).					Average rate (in pies) charged per passenger per mile.					Tons of goods carried (in thousands).							
1st.	2nd.	Inter.	3rd.	Total.	1st.	2nd.	Inter.	3rd.	Total.	Originating on home line (whether local or foreign).	*Other traffic.	*Total.	Net ton miles (in thousands).	*Average miles a ton of goods was carried.	Earnings from tons carried (in thousands).	Average rate charged for carrying a ton of goods one mile (in pies).	Railway.
28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45
Rs.	Rs.	Rs.	Rs.	Rs.											Rs.		
																	Class III—*concld.*
..	*2*	*8*	*1,78*	*1,88*	*14·5*	*9·01*	*5·99*	*3·50*	*3·58*	*33*	*18*	*51*	*983*	*19·4*	*81*	*16·5*	Bukhtiarpur Bihar Light.
..	2	7	1,33	1,42	15·0	9·00	6·00	3·50	3·59	36	16	52	1,505	20·3	87	15·9	
..	1	*2*	*82*	*85*	..	*19·2*	*5·57*	*6·01*	*6·05*	*9*	*8*	*17*	*382*	*22·5*	*19*	*9·55*	Burdwan Katwa.
..	..	3	91	94	..	..	8·73	6·03	6·07	12	8	20	437	21·9	25	10·9	
..	*5*	..	*1,19*	*1,24*	..	*9·01*	..	*4·45*	*4·55*	*43*	..	*43*	*948*	*22·2*	*77*	*15·6*	Cutch-State.
..	5	..	1,24	1,29	..	9·10	..	4·50	4·60	34	1	35	741	21·2	67	17·2	
1	..	..	*18*	*19*	*20·0*	..	*7·00*	*3·75*	*3·82*	*89*	*5*	*94*	†	†	*1,37*	†	Dehri Rohtas Light.
..	Nil	..	23	23	20·0	Nil	7·00	3·75	3·78	98	5	103	†	†	1,46	†	
..	..	..	*44*	*44*	..	*15·0*	..	*4·00*	*4·02*	*65*	*2*	*67*	*2,536*	*37·8*	*1,10*	*8·33*	Dholpur State.
..	..	..	57	57	..	15·0	..	4·00	4·02	69	2	71	2,669	37·6	1,18	8·50	
..	..	*3*	*57*	*60*	*20·0*	..	*7·50*	*4·49*	*4·60*	*10*	*7*	*17*	*204*	*17·1*	*23*	*15·2*	Futwah-Islampur.
1	..	3	77	81	20·0	..	7·50	4·50	4·59	15	7	22	377	17·0	27	14·0	
..	*4*	..	*3,18*	*3,22*	*30·0*	*12·0*	..	*5·00*	*5·00*	*215*	*29*	*244*	*10,819*	*44·0*	*5,73*	*10·0*	Gwalior Light.
..	5	..	3,18	3,23	30·0	12·0	..	5·00	5·00	196	29	225	9,253	41·0	4,61	10·0	
3	..	*16*	*6,26*	*6,45*	*8·90*	..	*4·87*	*4·13*	*4·15*	*43*	*12*	*55*	*1,362*	*24·9*	*1,56*	*22·0*	Howrah Amta Light.
3	..	17	6,47	6,67	9·00	..	4·63	4·11	4·14	52	16	68	1,440	21·0	1,70	22·7	
..	..	*2*	*1,05*	*1,07*	*8·99*	..	*5·00*	*3·46*	*3·48*	*12*	*2*	*14*	*188*	*13·4*	*27*	*27·4*	Howrah-Sheakhala Light.
..	..	2	1,15	1,17	8·98	..	4·82	3·43	3·45	12	2	14	220	16·1	28	25·0	
..	..	..	*5*	*5*	*21·7*	..	*7·15*	*3·62*	*3·64*	*7*	..	*7*	*25*	*3·31*	*8*	*63·3*	Jagadhri Light.
..	..	..	6	6	22·3	..	7·32	3·64	3·66	7	..	7	23	3·31	8	63·2	
†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	Jorhat (Provincial).
†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	
..	..	*1*	*1,10*	*1,11*	..	..	*12·8*	*3·13*	*3·15*	*32*	*6*	*38*	*791*	*20·8*	*41*	*9·95*	Kalighat-Falta.
..	..	1	1,22	1,23	..	..	11·3	3·12	3·14	33	6	39	802	20·6	42	10·1	
..	..	..	*43*	*43*	..	..	..	*5·19*	*5·19*	*13*	..	*13*	*110*	*8·22*	*21*	*36·8*	Kulasekarapatnam Light.
..	..	..	42	42	..	..	..	4·56	4·56	13	..	13	109	8·33	21	36·5	
7	*30*	..	*28*	*65*	*67·0*	*47·0*	..	*28·0*	*38·0*	*1*	*1*	*2*	*18*	*12·6*	*11*	*120·0*	Matheran Light.
6	28	..	28	62	72·0	50·0	..	30·0	40·0	1	1	2	19	12·6	12	122·0	
..	..	*1*	*54*	*55*	*20·0*	..	*7·00*	*4·50*	*4·55*	*21*	..	*21*	*1,030*	*49·7*	*80*	*14·9*	Tezpore-Balipara.
..	..	1	47	48	20·0	..	7·00	4·50	4·32	20	..	20	1,016	50·0	89	16·9	
..	..	..	*1*	*1*	..	..	..	*6·00*	*6·00*	††	††	††	††	††	††	††	Trivellore Light.
..	..	..	1	1	..	..	..	6·00	6·00	††	††	††	††	††	††	††	
10	*18*	*4*	*4,66*	*4,98*	*23·4*	*11·8*	*4·47*	*2·99*	*3·14*	*39*	*33*	*72*	*3,861*	*53·9*	*2,56*	*12·7*	Udaipur-Chitorgarh.
13	19	4	4,85	5,21	23·5	11·8	4·51	2·99	3·16	37	34	71	3,870	54.7	2,68	13·3	
26	*62*	*68*	*28,96*	*30,52*	*15·9*	*17·9*	*5·48*	*3·89*	*4.01*	*760*	*151*	*911*	*27,795*	*30·5*	*19,21*	*13·3*	Total Class III Rys.
30	60	75	30,81	32,46	15.6	17·3	5·34	3·89	4·00	763	156	919	26,695	29·0	18,74	13·5	

† Not available.
†† Owing to remodelling of stations etc. goods traffic was closed, but transhipment, as usual, was done by bullock carts.

37.—Statistics of engine miles and Coal consumption of Class II

Railway.	Gauge.	Year.	Train miles (in thousands).				Shunting and other Engine miles (in thousands).			Total engine miles (in thousands) Cols. 7 & 10.	Rail motor Car miles.	Steam Coach miles.	Tons of coal consumed on Locomotives.				
			† Passenger.	† Mixed.	† Goods.	Total (including departmental).	† Shunting.	* Miscellaneous.	§ Total.				Foreign Coal.	Indian Coal.	Wood.	Oil fuel.	(a) Total (in terms of Coal).
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
Class II.																	
Barsi Light.	2′ 6″	*1936-37*	*148*	*212*	*3*	*365*	*53*	*7*	*60*	*425*	*Nil*	*89*	*Nil*	*9,972*	*Nil*	*Nil*	*9,972*
		1937-38	172	214	10	400	58	7	65	465	,,	71	,,	10,628	2	,,	10,629
Bengal Dooars.	3′ 3⅜″	*1936-37*	*1*	*288*	*10*	*305*	*32*	*16*	*48*	*353*	,,	*Nil*	,,	*7,106*	*Nil*	,,	*7,106*
		1937-38	1	288	27	335	27	14	41	376	,,	,,	,,	8,221	,,	,,	8,221
Bhavnagar State.	3′ 3⅜″	*1936-37*	*331*	*282*	*97*	*719*	*193*	*18*	*211*	*930*	*13*	*12*	,,	*22,052*	*110*	,,	*22,096*
		1937-38	330	276	80	697	183	42	225	922	31	10	32	21,522	135	,,	21,608
Bikaner State.	3′ 3⅜″	*1936-37*	*9*	*917*	*19*	*951*	*83*	*29*	*112*	*1,063*	*Nil*	*Nil*	*Nil*	*21,592*	*38*	,,	*21,607*
		1937-38	13	940	40	998	90	40	130	1,128	,,	,,	,,	24,442	49	,,	24,462
Darjeeling Himalayan.	2′ 0″	*1936-37*	*37*	*266*	¶*218*	*522*	*33*	*25*	*58*	*580*	,,	,,	,,	*11,732*	*Nil*	,,	*11,732*
		1937-38	37	268	214	523	35	30	65	588	,,	,,	,,	11,840	,,	,,	11,840
Dibru-Sadiya	3′ 3⅜″	*1936-37*	*Nil*	*353*	¶*72*	*426*	*167*	*1*	*168*	*594*	,,	,,	,,	*12,791*	,,	,,	*12,791*
		1937-38	,,	343	83	427	186	1	187	614	,,	,,	,,	13,366	,,	,,	13,366
Gaekwar's Baroda State.	3′ 3⅜″	*1936-37*	*113*	*382*	*18*	*516*	*96*	*16*	*112*	*628*	,,	,,	,,	*13,813*	*54*	,,	*13,835*
		1937-38	127	379	20	529	97	17	114	643	,,	,,	,,	15,467	54	,,	15,489
	2′ 6″	*1936-37*	*37*	*428*	*5*	*475*	*95*	*3*	*98*	*573*	,,	††*75*	,,	*8,413*	*57*	(c) ‡‡*59*	*8,436*
		1937-38	18	440	5	466	95	3	98	564	2	††81	,,	8,515	54	(c) ‡‡64	8,537
Gondal‡	3′ 3⅜″	*1936-37*	*80*	*376*	*9*	*480*	*140*	*1*	*151*	*631*	*Nil*	*Nil*	,,	*14,001*	*40*	*Nil*	*14,017*
		1937-38	122	385	26	535	168	15	183	718	,,	,,	,,	15,536	42	,,	15,552
Jaipur State.	3′ 3⅜″	*1936-37*	*198*	*78*	*83*	*360*	*43*	*8*	*51*	*411*	,,	,,	,,	*7,425*	*55*	,,	*7,447*
		1937-38	197	78	93	368	44	11	55	423	,,	,,	,,	7,741	55	,,	7,763
Jamnagar Dwarka.	3′ 3⅜″	*1936-37*	*40*	*164*	*17*	*223*	*73*	*16*	*89*	*312*	*39*	,,	,,	*7,144*	*67*	,,	*7,171*
		1937-38	42	207	14	264	81	22	103	367	51	,,	,,	7,090	70	,,	7,118
Junagad State.	3′ 3⅜″	*1936-37*	*138*	*291*	*15*	*452*	*43*	*1*	*44*	*496*	*37*	,,	,,	*9,133*	*51*	,,	*9,153*
		1937-38	140	286	38	471	49	4	53	524	49	,,	,,	10,408	55	,,	10,430
Morvi	3′ 3⅜″	*1936-37*	*126*	*195*	*12*	*376*	*98*	*Nil*	*98*	*474*	*34*	,,	,,	*9,984*	*132*	,,	*10,027*
		1937-38	128	197	12	383	105	,,	105	488	30	,,	,,	10,821	128	,,	10,872
Mysore	3′ 3⅜″	*1936-37*	*586*	*303*	*158*	*1,068*	*218*	*21*	*239*	*1,307*	*Nil*	,,	,,	*24,243*	*Nil*	,,	*24,243*
		1937-38	727	337	262	1,334	250	23	273	1,607	,,	,,	,,	30,619	,,	,,	30,619
	2′ 6″	*1936-37*	*79*	*135*	*1*	*218*	*17*	*Nil*	*17*	*235*	,,	,,	,,	*3,387*	,,	,,	*3,387*
		1937-38	78	135	1	220	18	,,	18	238	,,	,,	,,	3,218	,,	,,	3,218
	2′ 0″	*1936-37*	*Nil*	*20*	*13*	*33*	*10*	,,	*10*	*43*	,,	,,	,,	*583*	,,	,,	*583*
		1937-38	,,	20	14	34	10	,,	10	44	,,	,,	,,	533	,,	,,	533
Shahdara (Delhi)-Saharanpur Light.	2′ 6″	*1936-37*	,,	*135*	*33*	*171*	*13*	*1*	*14*	*185*	,,	,,	,,	*3,420*	*11*	,,	*3,424*
		1937-38	,,	135	44	182	12	1	13	195	,,	,,	,,	3,397	13	,,	3,402
Total Class II Railways.	..	*1936-37*	*1,923*	*4,825*	¶*783*	*7,660*	*1,407*	*173*	*1,580*	*9,240*	*123*	*176*	*Nil*	*186,791*	*615*	‡‡*59*	*187,037*
		1937-38	2,132	4,928	983	8,166	1,508	230	1,738	9,904	163	162	32	203,364	657	‡‡64	203,659
Class III.																	
Ahmadpur-Katwa.	2′ 6″	*1936-37*	..	*73*	*Nil*	*82*	*16*	*26*	*42*	*124*	*Nil*	*Nil*	*Nil*	*1,033*	*Nil*	*Nil*	*1,033*
		1937-38	2	71	,,	89	16	28	44	133	,,	,,	,,	1,112	,,	,,	1,112
Arrah-Sasaram Light	2′ 6″	*1936-37*	Nil	*119*	*6*	*125*	*6*	..	*6*	*131*	,,	,,	,,	*1,688*	,,	,,	*1,688*
		1937-38	,,	148	8	156	10	..	10	166	,,	,,	,,	2,044	,,	,,	2,044
Bankura Damodar River.	2′ 6″	*1936-37*	,,	*110*	*Nil*	*118*	*11*	*42*	*53*	*171*	,,	,,	,,	*1,337*	,,	,,	*1,337*
		1937-38	,,	110	1	116	10	43	53	169	,,	,,	,,	1,519	,,	,,	1,519

* Include light, assisting required, assisting not required, siding and departmental.
† Excluding Departmental.
†† Includes Internal Combustion mile s 1936-37, 69 and 1937-38, 80
§ Including Departmental.
‡‡ Oil fuel is not converted into coal.
(c) Includes 15 tons. of Oil Fuel consumed for other than Locomotive purposes
¶ Revised figures.
‡ Includes the Porbandar State Railway.

and III. Railways for the years 1936-37 and 1937-38.

(b) Tons of Coal consumed for other than Locomotive purposes (Departmental).				Total number of tons of coal consumed.					Average cost at pit's mouth or at station of supply (in rupees).				Average cost per ton including all freight both rail and sea from pit's mouth or station of supply to engine shed from where issued to Locomotives (in rupees).				Railway.
Foreign Coal.	Indian Coal.	Wood.	(a) Total (in terms of coal).	Foreign Coal.	Indian Coal.	Wood.	Oil Fuel.	(a) Total (in terms of coal).	Foreign Coal.	Indian Coal.	Wood.	Oil Fuel.	Foreign Coal.	Indian Coal.	Wood.	Oil Fuel.	
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36
									Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Class II.
Nil	*86*	*Nil*	*86*	*Nil*	*10,058*	*Nil*	*Nil*	*10,058*	*Nil*	*5·09*	*Nil*	*Nil*	*Nil*	*12·5*	*Nil*	*Nil*	Barsi Light
,,	41	,,	41	,,	10,669	2	,,	10,670	,,	5·14	3·25	,,	,,	12·5	3·25	,,	
,,	*875*	,,	*875*	,,	*7,981*	*Nil*	,,	*7,981*	,,	*2·50*	*Nil*	,,	,,	*10·2*	*Nil*	,,	Bengal Dooars.
,,	862	,,	862	,,	9,083	,,	,,	9,083	,,	3·00	,,	,,	,,	10·7	,,	,,	
,,	*713*	*8*	*716*	..	*22,765*	*118*	,,	*22,812*	,,	*5·84*	*12·3*	,,	,,	*11·8*	*12·3*	,,	Bhavnagar State.
,,	759	8	762	32	22,281	143	,,	22,370	15·0	9·77	12·6	,,	21·0	15·8	12·6	,,	
,,	*2,785*	*Nil*	*2,785*	*Nil*	*24,377*	*38*	,,	*24,392*	*Nil*	*3·33*	*6·81*	,,	*Nil*	*15·2*	*6·81*	,,	Bikaner State.
,,	2,397	,,	2,397	,,	26,839	49	,,	26,859	,,	3·58	6·81	,,	,,	15·4	6·81	,,	
,,	*2,275*	,,	*2,275*	,,	*14,007*	*Nil*	,,	*14,007*	,,	*3·33*	*Nil*	,,	,,	*10·6*	*Nil*	,,	Darjeeling Himalayan.
,,	2,366	,,	2,366	,,	14,206	,,	,,	14,206	,,	3·85	,,	,,	,,	11·0	,,	,,	
,,	*3,407*	,,	*3,407*	,,	*16,198*	,,	,,	*16,198*	,,	*8·61*	,,	,,	,,	*11·8*	,,	,,	Dibru-Sadiya.
,,	3,406	,,	3,406	,,	16,772	,,	,,	16,772	,,	8·70	,,	,,	,,	11·8	,,	,,	
,,	*414*	,,	*414*	,,	*14,227*	*54*	,,	*14,249*	,,	*3·00*	*6·50*	,,	,,	*16·2*	*8·30*	,,	
,,	426	,,	426	,,	15,893	54	,,	15,915	,,	3·46	6·50	,,	,,	17·0	7·17	,,	Gaekwar's Baroda State.
,,	*238*	*4*	*240*	,,	*8,651*	*61*	‡‡*59*	*8,676*	,,	*3·00*	*6·50*	*58·4*	,,	*15·9*	*7·61*	*75·0*	
,,	263	6	265	,,	8,778	60	‡‡64	8,802	,,	3·54	6·50	54·4	,,	16·5	7·01	77·8	
,,	*746*	*5*	*748*	,,	*14,747*	*45*	*Nil*	*14,765*	,,	*12·3*	*16·2*	*Nil*	,,	*12·5*	*16·2*	*Nil*	Gondal. ‡
,,	1,935	7	1,938	,,	17,471	49	,,	17,490	,,	14·8	16·2	,,	,,	15·0	16·2	,,	
,,	*51*	*2*	*52*	,,	*7,476*	*57*	,,	*7,499*	,,	*2·69*	*4·50*	,,	,,	*11·5*	*4·50*	,,	Jaipur State.
,,	86	3	87	,,	7,827	58	,,	7,850	,,	2·75	4·50	,,	,,	13·3	4·50	,,	
,,	*93*	*Nil*	*93*	,,	*7,237*	*67*	,,	*7,264*	,,	*2·97*	*14·4*	,,	,,	*11·3*	*14·4*	,,	Jamnagar Dwarka.
,,	102	,,	102	,,	7,192	70	,,	7,220	,,	2·66	13·5	,,	,,	11·4	13·5	,,	
,,	*612*	*9*	*616*	,,	*9,745*	*60*	,,	*9,769*	,,	*10·9*	*10·0*	,,	,,	*12·4*	*10·0*	,,	Junagad State.
,,	857	8	860	,,	11,265	63	,,	11,290	,,	14·5	10·3	,,	,,	15·3	10·3	,,	
,,	*240*	*9*	*243*	,,	*10,224*	*141*	,,	*10,280*	,,	*5·04*	*5·70*	,,	,,	*12·8*	*5·70*	,,	Morvi.
,,	188	9	192	,,	11,009	137	,,	11,064	,,	5·13	5·29	,,	,,	12·8	5·29	,,	
,,	*2,382*	*Nil*	*2,382*	,,	*26,625*	*Nil*	,,	*26,625*	,,	*4·63*	*Nil*	,,	,,	*15·1*	*Nil*	,,	Mysore.
,,	3,776	,,	3,776	,,	34,395	,,	,,	34,395	,,	4·63	,,	,,	,,	15·3	,,	,,	
,,	*33*	,,	*33*	,,	*3,420*	,,	,,	*3,420*	,,	*4·63*	,,	,,	,,	*13·8*	,,	,,	
,,	89	,,	89	,,	3,307	,,	,,	3,307	,,	4·63	,,	,,	,,	14·0	,,	,,	
,,	*1*	,,	*1*	,,	*584*	,,	,,	*584*	,,	*4·63*	,,	,,	,,	*16·0*	,,	,,	
,,	7	,,	7	,,	540	,,	,,	540	,,	4·63	,,	,,	,,	15·7	,,	,,	
,,	*45*	..	*45*	,,	*3,465*	*11*	,,	*3,469*	,,	*3·25*	*13·5*	,,	,,	*13·1*	*13·5*	,,	Shahdara (Delhi) Saharanpur Light.
,,	38	..	38	,,	3,435	13	,,	3,440	,,	3·60	13·5	,,	,,	13·5	13·5	,,	
Nil	*14,996*	*37*	*15,011*	*Nil*	*201,787*	*652*	‡‡*59*	*202,048*									Total Class II Railways.
,,	17,598	41	17,614	32	220,962	698	‡‡64	221,273									
Nil	*100*	*Nil*	*100*	*Nil*	*1,133*	*Nil*	*Nil*	*1,133*	*Nil*	*2·12*	*Nil*	*Nil*	*Nil*	*5·65*	*Nil*	*Nil*	Class III. Ahmadpur Katwa.
,,	103	,,	103	,,	1,215	,,	,,	1,215	,,	3·22	,,	,,	,,	6·56	,,	,,	
,,	*413*	,,	*413*	,,	*2,101*	,,	,,	*2,101*	,,	*2·31*	,,	,,	,,	*8·39*	,,	,,	Arrah-Sasaram Light
,,	453	,,	453	,,	2,497	,,	,,	2,497	,,	2·88	,,	,,	,,	8·95	,,	,,	
,,	*583*	,,	*583*	,,	*1,920*	,,	,,	*1,920*	,,	*2·12*	,,	,,	,,	*4·55*	,,	,,	Bankura Damodar River.
,,	622	,,	622	,,	2,141	,,	,,	2,141	,,	3·22	,,	,,	,,	4·72	,,	,,	

(a) 2½ Tons of Wood=1 Ton of Coal, and 0·55 Ton of Oil Fuel=1 Ton of Coal.
(b) For Figures relating to Oil Fuel see remarks against (c) on previous page.

37.—Statistics of engine miles and Coal consumption of Class II

Railway.	Gauge.	Year.	Train miles (in thousands). § Passenger.	§ Mixed.	§ Goods.	Total (including departmental).	Shunting and other Engine miles (in thousands). § Shunting.	* Miscellaneous.	** Total.	Total engine miles (in thousands). (Cols. 7 + 10.)	Rail motor car miles.	Steam Coach miles.	Internal Combustion miles.
1	2	3	4	5	6	7	8	9	10	11	12	13	14
Class III—*contd.*													
Baraset-Basirhat Light.	2′ 6″	*1936-37*	*69*	*165*	*29*	*263*	*12*	..	*12*	*275*	*10*	*Nil*	*Nil*
		1937-38	70	165	30	265	12	..	12	277	17	,,	,,
Bengal Provincial.	2′ 6″	*1936-37*	..	*98*	*Nil*	*98*	*8*	*3*	*11*	*109*	*Nil*	,,	,,
		1937-38	..	98	,,	98	8	3	11	109	,,	,,	,,
Bukhtiarpur-Bihar Light	2′ 6″	*1936-37*	*5*	*85*	*1*	*91*	*11*	..	*11*	*102*	,,	,,	,,
		1937-38	6	98	..	104	5	..	5	109	,,	,,	,,
Burdwan-Katwa.	2′ 6″	*1936-37*	*12*	*121*	*Nil*	*139*	*34*	*29*	*63*	*202*	,,	,,	,,
		1937-38	8	121	,,	134	21	42	63	197	,,	,,	,,
Cutch State	2′ 6″	*1936-37*	*1*	*55*	*3*	*63*	*9*	*14*	*23*	*86*	,,	,,	,,
		1937-38	..	55	1	59	9	13	22	81	,,	,,	,,
Dehri-Rohtas Light.	2′ 6″	*1936-37*	*Nil*	*51*	*Nil*	*51*	*8*	*Nil*	*8*	*59*	*1*	,,	,,
		1937-38	,,	52	,,	52	6	,,	6	58	..	,,	,,
Dholpur-State.	2′ 6″	*1936-37*	*1*	*58*	..	*59*	*16*	*2*	*18*	*77*	..	,,	,,
		1937-38	2	58	..	61	15	1	16	77	1	,,	,,
Futwah-Islampur.	2′ 6″	*1936-37*	..	*46*	*Nil*	*46*	*2*	..	*2*	*48*	*Nil*	,,	,,
		1937-38	..	72	,,	72	3	..	3	75	,,	,,	,,
Gwalior Light.	2′ 0″	*1936-37*	*4*	*242*	*88*	*338*	*54*	*7*	*61*	*399*	,,	,,	,,
		1937-38	5	213	96	318	55	8	63	381	,,	,,	,,
Howrah Amta Light.	2′ 0″	*1936-37*	*171*	*118*	*22*	*312*	*5*	*1*	*6*	*318*	,,	,,	,,
		1937-38	185	118	22	325	6	2	8	333	,,	,,	,,
Howrah-Sheakhala Light.	2′ 0″	*1936-37*	*92*	*21*	*3*	*116*	*1*	..	*1*	*117*	,,	,,	,,
		1937-38	90	31	1	122	2	..	2	124	,,	,,	,,
Jagadhri Light.	2′ 0″	*1936-37*	*Nil*	*10*	*Nil*	*10*	*1*	*Nil*	*1*	*11*	,,	,,	,,
		1937-38	,,	10	,,	10	1	,,	1	11	,,	,,	,,
Jorhat (Provincial).†	2′ 0″	*1936-37*	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡
		1937-38	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡
Kalighat Falta.	2′ 6″	*1936-37*	*56*	*89*	*·2*	*148*	*18*	*114*	*132*	*280*	*Nil*	*Nil*	*Nil*
		1937-38	51	89	*Nil*	141	18	115	133	274	,,	,,	,,
Kulasekarapatnam Light.	2′ 0″	*1936-37*	..	*75*	..	*75*	*Nil*	*Nil*	*Nil*	*75*	,,	,,	,,
		1937-38	..	83	..	83	,,	,,	,,	83	,,	,,	,,
Matheran Light.	2′ 0″	*1936-37*	..	*11*	*2*	*13*	,,	,,	,,	*13*	*8*	,,	,,
		1937-38	..	9	2	11	,,	,,	,,	11	7	,,	,,
Tezpore Balipara Light	2′ 6″	*1936-37*	*Nil*	*45*	*Nil*	*45*	*8*	,,	*8*	*53*	*Nil*	,,	,,
		1937-38	,,	45	,,	45	8	,,	8	53	,,	,,	,,
Trivellore Light.	2′ 0″	*1936-37*	*47*	*Nil*	,,	*47*	*Nil*	,,	*Nil*	*47*	,,	,,	,,
		1937-38	25	,,	,,	25	,,	,,	,,	25		,,	,,
Udaipur Chittorgarh	3′ 3⅜″	*1936-37*	*234*	*43*	*50*	*332*	*24*	*10*	*34*	*366*	,,	,,	,,
		1937-38	180	76	39	297	18	8	26	323	,,	,,	,,
Total Class III Railways.	..	*1936-37*	*692*	*1,635*	*206*	*2,571*	*244*	*248*	*492*	*3,063*	*19*	*Nil*	*Nil*
		1937-38	624	1,722	200	2,583	223	263	486	3,069	24	,,	,,

* Includes light, assisting required, assisting
†This railway has become the property of
‡ Information not available.
§ Excluding departmental.
** Including Departmental.

and III Railways for the years 1936-37 and 1937-38—contd.

Tons of coal consumed on Locomotives.					Tons of coal consumed for other than Locomotive purposes (Departmental).					Total number of tons of coal consumed.					Railway.
Foreign Coal.	Indian Coal.	Wood.	Oil Fuel.	(a) Total (in terms of Coal).	Foreign Coal.	Indian Coal.	Wood.	Oil Fuel.	(a) Total (in terms of Coal).	Foreign Coal.	Indian Coal.	Woo	Oil Fuel.	(a) Total (in terms of Coal).	
15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
															Class III—*contd.*
Nil	*3,430*	*Nil*	*Nil*	*3,430*	*Nil*	*1,080*	*Nil*	*Nil*	*1,080*	*Nil*	*4,510*	*Nil*	*Nil*	*4,510*	Barasct-Basirhat Light.
,,	4,228	,,	,,	4,228	,,	1,131	,,	,,	1,131	,,	5,359	,,	,,	5,359	
,,	*1,803*	,,	,,	*1,803*	,,	*118*	,,	,,	*118*	,,	*1,921*	,,	,,	*1,921*	Bengal Provincial.
,,	1,818	,,	,,	1,818	,,	119	,,	,,	119	,,	1,937	,,	,,	1,937	
,,	*1,416*	,,	,,	*1,416*	,,	*323*	,,	,,	*323*	,,	*1,739*	,,	,,	*1,739*	Bukhtiarpur-Bihar Light.
,,	1,441	,,	,,	1,441	,,	384	,,	,,	384	,,	1,825	,,	,,	1,825	
,,	*1,539*	,,	,,	*1,539*	,,	*357*	,,	,,	*357*	,,	*1,896*	,,	,,	*1,896*	Burdwan-Katwa.
,,	1,560	,,	,,	1,560	,,	337	,,	,,	337	,,	1,897	,,	,,	1,897	
,,	*1,328*	*10*	,,	*1,332*	,,	*49*	*21*	,,	*57*	,,	*1,377*	*31*	,,	*1,389*	Cutch State.
,,	1,279	18	,,	1,286	,,	83	7	,,	86	,,	1,362	25	,,	1,372	
,,	*1,913*	*Nil*	,,	*1,913*	,,	*149*	*Nil*	,,	*149*	,,	*2,062*	*Nil*	,,	*2,062*	Dehri-Rohtas Light.
,,	1,716	,,	,,	1,716	,,	153	,,	,,	153	,,	1,869	,,	,,	1,869	
,,	*1,001*	*3*	,,	*1,002*	,,	*Nil*	,,	,,	*Nil*	,,	*1,001*	*3*	,,	*1,002*	Dholpur-State.
,,	1,184	5	,,	1,186	,,	,,	,,	,,	,,	,,	1,184	5	,,	1,186	
,,	*526*	*Nil*	,,	*526*	,,	*93*	,,	,,	*93*	,,	*619*	*Nil*	,,	*619*	Futwah-Islampur
,,	878	,,	,,	878	,,	125	,,	,,	125	,,	1,003	,,	,,	1,003	
,,	*7,220*	*8*	,,	*7,224*	,,	*152*	*3*	,,	*153*	,,	*7,372*	*11*	,,	*7,377*	Gwalior Light.
,,	7,475	4	,,	7,477	,,	245	5	,,	247	,,	7,720	9	,,	7,724	
,,	*4,670*	*Nil*	,,	*4,670*	,,	*1,185*	*Nil*	,,	*1,185*	,,	*5,855*	*Nil*	,,	*5,855*	Howrah Amta Light.
,,	5,460	,,	,,	5,460	,,	996	,,	,,	996	,,	6,456	,,	,,	6,456	
,,	*1,169*	,,	,,	*1,169*	,,	*297*	,,	,,	*297*	,,	*1,466*	,,	,,	*1,466*	Howrah-Sheakhala Light.
,,	1,368	,,	,,	1,368	,,	248	,,	,,	248	,,	1,616	,,	,,	1,616	
,,	*152*	..	,,	*152*	,,	*Nil*	,,	,,	*Nil*	,,	*152*	..	,,	*152*	Jagadhri Light.
,,	178	..	,,	178	,,	,,	,,	,,	,,	,,	178	..	,,	178	
,,	*942*	*Nil*	,,	*942*	,,	*332*	,,	,,	*332*	,,	*1,274*	*Nil*	,,	*1,274*	Jorhat (Provincial)†
,,	954	,,	,,	954	,,	242	,,	,,	242	,,	1,196	,,	,,	1,196	
,,	*2,286*	,,	,,	*2,286*	,,	*345*	,,	,,	*345*	,,	*2,631*	,,	,,	*2,631*	Kalighat-Falta.
,,	2,562	,,	,,	2,562	,,	408	,,	,,	408	,,	2,970	,,	,,	2,970	
,,	*Nil*	,,	*34*	*62*	,,	*Nil*	,,	,,	*Nil*	,,	*Nil*	,,	*34*	*62*	Kulasekara-patnam Light.
,,	,,	,,	45	82	,,	,,	,,	,,	,,	,,	,,	,,	45	82	
,,	*342*	,,	*Nil*	*342*	,,	,,	,,	,,	,,	,,	*342*	,,	*Nil*	*342*	Matheran Light.
,,	312	,,	,,	312	,,	,,	,,	,,	,,	,,	312	,,	,,	312	
,,	*957*	,,	,,	*957*	,,	*172*	,,	,,	*172*	,,	*1,129*	,,	,,	*1,129*	Tezpore-Balipara Light.
,,	917	,,	,,	917	,,	181	,,	,,	181	,,	1,093	,,	,,	1,098	
,,	*30*	*3*	,,	*31*	,,	*Nil*	,,	,,	*Nil*	,,	*30*	*3*	,,	*31*	Trivellore Light
,,	12	2	,,	13	,,	,,	,,	,,	,,	,,	12	2	,,	13	
,,	*8,564*	*30*	,,	*8,576*	,,	*1,263*	,,	,,	*1,263*	,,	*9,827*	*30*	,,	*9,839*	Udaipur-Chittorgarh.
,,	8,161	28	,,	8,172	,,	968	,,	,,	968	,,	9,129	28	,,	9,140	
Nil	*43,346*	*54*	*34*	*43,430*	*Nil*	*7,011*	*24*	*Nil*	*7,020*	*Nil*	*50,357*	*78*	*34*	*50,450*	Total Class III Railways.
,,	46,178	57	45	46,283	,,	6,798	12	,,	6,803	,,	52,976	69	45	53,086	

not required, siding and departmental. (a) 2½ Tons of Wood=1 Ton of Coal and 0·55 Ton of Oil fuel=1 Ton of Coal.
Central Govt. with effect from 1-4-37 under the Govt. of India Act 1935.

37.—Statistics of engine miles and Coal consumption of Class II and III Railways for the year 1936-37 and 1937-38—concld.

Railway.	Gauge.	Year.	Average cost at pit's mouth or at station of supply (in rupees).				Average cost per ton including all freight both rail and sea from pit's mouth or station of supply to engine shed from where issued to Locomotives (in rupees).			
			Foreign Coal.	Indian Coal.	Wood.	Oil Fuel.	Foreign Coal.	Indian Coal.	Wood.	Oil Fuel.
31	32	33	34	35	36	37	38	39	40	41
			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Class III—*concld.*										
Baraset-Basirhat Light	2′ 6″	*1936-37*	*Nil*	*2·50*	*Nil*	*Nil*	*Nil*	*8·73*	*Nil*	*Nil*
		1937-38	,,	2·81	,,	,,	,,	9·04	,,	,,
Bengal Provincial	2′ 6″	*1936-37*	,,	*2·13*	,,	,,	,,	*5·44*	,,	,,
		1937-38	,,	3·00	,,	,,	,,	6·06	,,	,,
Bukhtiarpur-Bihar Light	2′ 6″	*1936-37*	,,	*2·31*	,,	,,	,,	*8·24*	,,	,,
		1937-38	,,	2·88	,,	,,	,,	8·81	,,	,,
Burdwan-Katwa	2′ 6″	*1936-37*	,,	*2·12*	,,	,,	,,	*5·65*	,,	,,
		1937-38	,,	3·22	,,	,,	,,	6·56	,,	,,
Cutch State	2′ 6″	*1936-37*	,,	*23·0*	*7·50*	,,	,,	*23·0*	*7·50*	,,
		1937-38	,,	22·8	7·00	,,	,,	22·8	7·00	,,
Dehri-Rohtas Light	2′ 6″	*1936-37*	,,	*2·54*	*Nil*	,,	,,	*7·89*	*Nil*	,,
		1937-38	,,	3·08	,,	,,	,,	8·48	,,	,,
Dholpur-State	2′ 6″	*1936-37*	,,	*3·12*	*8·75*	,,	,,	*13·8*	*10·9*	,,
		1937-38	,,	3·87	8·75	,,	,,	14·4	9·39	,,
Futwah-Islampur	2′ 6″	*1936-37*	,,	*2·31*	*Nil*	,,	,,	*8·10*	*Nil*	,,
		1937-38	,,	2·88	,,	,,	,,	8·67	,,	,,
Gwalior-Light	2′ 0″	*1936-37*	,,	*3·32*	*8·38*	,,	,,	*13·1*	*8·38*	,,
		1937-38	,,	3·88	6·25	,,	,,	14·4	6·25	,,
Howrah-Amta Light	2′ 0″	*1936-37*	,,	*2·50*	*Nil*	,,	,,	*7·67*	*Nil*	,,
		1937-38	,,	2·81	,,	,,	,,	7·98	,,	,,
Howrah-Sheakhala Light	2′ 0″	*1936-37*	,,	*2·50*	,,	,,	,,	*7·67*	,,	,,
		1937-38	,,	2·81	,,	,,	,,	7·98	,,	,,
Jagadhri Light	2′ 0″	*1936-37*	,,	*3·13*	..	,,	,,	*13·3*	..	,,
		1937-38	,,	5·75	..	,,	,,	16·6	..	,,
Jorhat (Provincial)†	2′ 0″	*1936-37*	,,	*10·5*	*Nil*	,,	,,	*12·8*	*Nil*	,,
		1937-38	,,	10·3	,,	,,	,,	12·5	,,	,,
Kalighat-Falta	2′ 6″	*1936-37*	,,	*2·12*	,,	,,	,,	*8·17*	,,	,,
		1937-38	,,	3·22	,,	,,	,,	9·15	,,	,,
Kulasekarapatnam Light	2′ 0″	*1936-37*	,,	*Nil*	,,	*117·0*	,,	*Nil*	,,	*130·0*
		1937-38	,,	,,	,,	122·0	,,	,,	,,	136·0
Matheran Light	2′ 0″	*1936-37*	,,	*3·80*	,,	*Nil*	,,	*15·0*	,,	*Nil*
		1937-38	,,	5·10	,,	,,	,,	15·0	,,	,,
Tezpore-Balipara Light	2′ 6″	*1936-37*	,,	*15·3*	,,	,,	,,	*15·3*	,,	,,
		1937-38	,,	15·7	,,	,,	,,	15·7	,,	,,
Trivellore Light	2′ 0″	*1936-37*	,,	*12·8*	*6·50*	,,	,,	*16·1*	*6·50*	,,
		1937-38	,,	13·5	6·50	,,	,,	16·8	6·50	,,
Udaipur-Chitorgarh	3 $3\frac{3}{8}$″	*1936-37*	,,	*3·50*	*13·5*	,,	,,	*17·5*	*13·5*	,,
		1937-38	,,	3·75	13·5	,,	,,	17·8	13·5	,,

†For explanationsee remarks, at page 224.

APPENDICES.

APPEN

Value of Stores purchased by the Class I Railways (excluding Jodhpur and H. E. H.

NOTE.—Columns headed *A* indicate Value of stores
" " *B* indicate Value of imported
" " *C* indicate Value of stores of

Stores purchased.	Assam-Bengal.			Bengal and North Western.			Bengal-Nagpur.*		
1	A 2	B 3	C 4	A 5	B 6	C 7	A 8	B 9	C 10
A. Bridge work and its parts, fittings and special fastenings.	..	2	2,60	..	..	11	..	26	7
B. Engineering Plant and components including all hand and power machinery.	1,18	9	6	1	22	2	..	2,29	11
C. Workshop Machinery, plant and equipment including Pneumatic machinery and Tools.	70	18	1	4	9	..	3,66	1,76	4
D. Permanent Way Material and Track tools—									
(*a*) Rails.	..	3	7,94	1,72	..	2,01	..	1	3,17
(*b*) Steel Sleepers	..	..	3	..	..	2	..	..	2
(*c*) Cast-iron sleepers	..	..	..	..	..	..	..	..	6
(*d*) Wooden sleepers	..	..	5,37	..	..	6,21	..	..	12,90
(*e*) Other P. W. Material ..	43	22	1,95	54	27	23	..	22	3,70
Ea1. Steam Locomotives and their parts and fittings including brake gear but excluding electrical material.	3,81	6	15	8,24	22	2	11,97	1,92	59
Eb1. Railway Carriage and Wagon Underframes and Components including brake rigging but excluding electrical material and train lighting material.	3,05	29	25	..	..	..	3,65	10,07	10,97
Eb2. Railway Carriage and Wagon body components excluding electrical, gas, rubber and textile fittings.	4	3	1	1,08	35	5	1	1,21	1,72
EVB. Automatic Vacuum Brake Equipment and its parts and fittings other than rigging and parts exclusively used on locomotives.	..	1	..	12	6	..	..	1,16	17
Eb6. Trimmings, *i.e.*, textile, fibre and leather articles used for furnishing railway carriage interiors and roofing, flooring and sewing materials.	1	5	7	2	6	..	..	39	22
F1. Building material, water mains, sewage system and track and yard enclosing material, and all other parts and fittings.	..	77	86	13	27	19	..	1,33	2,24
F2. Signal and Interlocking material, and their parts and fittings.	..	78	2,53	..	22	60	..	63	2,64
Gb1. Hardware, Copper, Tin and Zinc-ware, *i.e.*, all simple material in common use manufactured from raw metal.	1	51	24	15	61	24	..	1,68	1,00
Gb3. All Leather, Canvas and India Rubber in bulk, and articles made from them which are not included under other heads.	..	10	3	1	30	7	..	51	15
Gb4. Metals	11	2,25	1,43	65	2,23	2,37	25	9,23	5,80
Gb5. Painters' Stores	..	84	41	55	83	33	..	1,39	2,96
Gb6. Timber.	..	..	2,56	..	..	1,80	..	10	3,46
Gb7. Fuel and fuel oil	..	..	6,76	..	6	8,25	..	12	30,06
H. (a to e). Electrical and Train and Locomotive Lighting Plants and materials, etc., and Telegraph and Telephone equipment.	67	1,25	8	53	1,46	..	3	7,26	47
All other stores not detailed in the above major heads.	15	2,15	3,41	18	3,31	5,41	67	12,32	12,14
Total	10,16	9,63	36,75	13,97	10,56	27,93	20,24	53,86	94,60

* Includes figures of Vizagapatam Harbour construction.

DIX A.

the Nizam's State Railways) during the year 1937-38. (In thousands of rupees.)

imported direct.

stores purchased in India.

Indian manufacture or of indigenous origin.

Bombay, Baroda and Central India.			Eastern Bengal.			East Indian. †			Stores purchased.
A 11	B 12	C 13	A 14	B 15	C 16	A 17	B 18	C 19	20
53	..	4	..	..	30	..	1	3,42	A. Bridge work and its parts, fittings and special fastenings.
20	14	4	..	24	6	..	44	1,07	B. Engineering Plant and components including all hand and power machinery.
1,79	61	2	..	65	2	..	3,35	3,57	C. Workshop Machinery, plant and equipment including Pneumatic machinery and Tools.
									D. Permanent Way Material and Track tools—
..	2	3,60	..	..	6,76	..	..	16,70	(*a*) Rails.
1,44	..	3,45	..	..	..	..	..	..	(*b*) Steel Sleepers.
..	..	..	..	..	..	..	..	11,32	(*c*) Cast iron sleepers.
..	35	11,07	..	..	12,80	..	..	9,98	(*d*) Wooden sleepers.
1,32	8	2,47	..	12	4,37	..	47	13,53	(*e*) Other P. W. Material.
4,46	49	..	..	7,67	55	..	13,51	1,08	Ea1. Steam Locomotives and their parts and fittings including brake gear but excluding electrical material.
7,91	9	11,23	..	1,38	3,20	..	14,12	6,26	Eb1. Railway Carriage and Wagon Underframes and Components including brake rigging but excluding electrical material and train lighting material.
19	31	32	..	38	8,90	..	89	21,08	Eb2. Railway Carriage and Wagon body components excluding electrical, gas, rubber and textile fittings.
23	46	57	..	34	35	..	99	3,97	EVB. Automatic Vacuum Brake Equipment and its parts and fittings other than rigging and parts exclusively used on locomotives.
2	21	..	..	48	9	..	1,33	27	Eb6. Trimmings, *i.e.*, textile, fibre and leather articles used for furnishing railway carriage interiors and roofing, flooring and sewing materials.
57	95	61	..	63	4,42	..	1,44	2,65	F1. Building material, water mains, sewage system and track and yard enclosing material, and all other parts and fittings.
2,89	38	23	..	19	27	..	1,77	4,81	F2. Signal and Interlocking material, and their parts and fittings.
1,28	95	36	..	1,48	87	..	1,77	2,75	Gb1. Hardware, Copper, Tin and Zincware, *i.e.*, all simple material in common use manufactured from raw metal.
27	89	26	..	39	25	..	97	37	Gb3. All Leather, Canvas and India Rubber in bulk, and articles made from them which are not included under other heads.
3,64	2,59	10,41	..	6,90	3,98	..	13,69	49,58	Gb4. Metals.
4	1,43	2,64	..	64	3,39	..	1,12	6,75	Gb5. Painters' Stores.
...	1,80	1,08	..	5	3,11	..	6	2,69	Gb6. Timber.
..	2,43	17,78	..	..	16,07	..	..	24,04	Gb7. Fuel and fuel oil.
3,73	3,30	18	..	12,58	48	..	9,12	3,37	H. (a to e). Electrical and Train and Locomotive Lighting Plants and materials, etc., and Telegraph and Telephone equipment.
82	6,78	16,82	..	4,35	8,85	3	9,01	45,35	All other stores not detailed in the above major heads.
31,33	24,26	83,18	..	38,47	79,09	3	74,06	2,34,61	

† Includes figures for Central India Coalfields Railway.

APPEN

Value of Stores purchased by the Class I Railways (excluding Jodhpur and H. E. H. the

NOTE.—Columns headed *A* indicate Value of stores
" " *B* indicate Value of imported
" " *C* indicate Value of stores of

Stores purchased.	Great Indian Peninsula.			Madras and Southern Mahratta.			North Western.		
21	A 22	B 23	C 24	A 25	B 26	C 27	A 28	B 29	C 30
A. Bridge work and its parts, fittings and special fastenings.	..	..	..	..	1	1	..	..	1
B. Engineering Plant and components including all hand and power machinery.	..	26	2	4	17	1	..	61	5
C. Workshop Machinery, plant and equipment including Pneumatic machinery and Tools.	..	3,33	21	15	1,17	1	..	3,99	1
D. Permanent Way Material and Track tools—									
(*a*) Rails.	..	..	1,70	..	..	8,64	..	..	12,58
(*b*) Steel Sleepers	..	..	..	..	..	..	..	..	1,72
(*c*) Cast iron sleepers	..	..	..	..	..	90	..	..	2,44
(*d*) Wooden sleepers	..	..	4,24	..	..	7,88	..	1,47	20,62
(*e*) Other P. W. Material ..	..	2,21	3,23	3,18	12	38	..	98	10,74
Ea1. Steam Locomotives and their parts and fittings including brake gear but excluding electrical material.	..	10,52	39	14,60	84	21	1	18,64	62
Eb1. Railway Carriage and Wagon Underframes and Components including brake rigging but excluding electrical material and train lighting material.	..	7,07	5,50	1,28	12	4,88	..	7,62	69
Eb2. Railway Carriage and Wagon body components excluding electrical, gas, rubber and textile fittings.	..	2,02	17	30	13	2	..	34,01	38
EVB. Automatic Vacuum Brake Equipment and its parts and fittings other than rigging and parts exclusively used on locomotives.	..	94	13	6	22	6	..	2,78	5
Eb6. Trimmings, *i.e.*, textile, fibre and leather articles used for furnishing railway carriage interiors and roofing, flooring and sewing materials.	..	1,00	24	4	10	7	..	1,14	11
F1. Building material, water mains, sewage system and track and yard enclosing material, and all other parts and fittings.	..	85	1,67	6	55	83	..	3,76	5,74
F2. Signal and Interlocking material, and their parts and fittings.	..	21	58	1	10	7	..	2,67	46
Gb1. Hardware, Copper, Tin and Zinc-ware, *i.e.*, all simple material in common use manufactured from raw metal.	..	1,88	1,26	38	1,01	41	..	2,10	2,17
Gb3. All Leather, Canvas and India Rubber in bulk, and articles made from them which are not included under other heads.	..	66	28	46	25	13	..	58	48
Gb4. Metals	..	9,49	4,36	2,01	3,84	2,96	..	15,39	18,23
Gb5. Painters' Stores	..	2,92	1,07	25	97	49	..	4,97	1,38
Gb6. Timber	..	5,42	24	..	..	1,73	..	..	7,51
Gb7. Fuel and fuel oil	..	48	39,79	..	1,09	25,81	..	10,01	47,42
H. (a to e). Electrical and Train and Locomotive Lighting Plants and materials, etc., and Telegraph and Telephone equipment.	..	7,20	32	1,13	3,51	11	..	7,71	16
All other stores not detailed in the above major heads.	..	13,54	11,26	2,13	7,95	6,77	33	21,04	22,82
Total ..	..	70,00	76,66	26,08	22,15	62,38	34	1,39,47	1,56,39

DIX A—*concld.*

Nizam's State Railways) during the year 1937-38. (*In thousands of rupees.*)

imported direct.

stores purchased in India.

Indian manufacture or of indigenous origin.

Rohilkund and Kumaon.			South Indian.			Total.			Stores purchased.
A 31	B 32	C 33	A 34	B 35	C 36	A 37	B 38	C 39	40
..	..	..	2,61	60	25	3,14	90	6,81	A. Bridge work and its parts, fittings and special fastenings.
..	1	..	2	25	4	1,45	4,72	1,48	B. Engineering Plant and components including all hand and power machinery.
..	4	..	67	17	14	7,01	15,34	4,03	C. Workshop Machinery, plant and equipment including Pneumatic machinery and Tools.
									D. Permanent Way Material and Track tools—
..	..	..	..	..	4,38	1,72	6	67,48	(*a*) Rails.
..	..	..	..	..	3,25	1,44	..	8,49	(*b*) Steel Sleepers.
..	..	..	..	..	..	..	..	14,72	(*c*) Cast iron sleepers.
..	..	1,90	..	..	8,24	..	1,82	1,01,21	(*d*) Wooden sleepers.
8	15	13	58	67	5,09	6,13	5,51	45,82	(*e*) Other P. W. Material.
2,96	25	2	4,86	72	..	50,91	54,84	3,63	Ea1. Steam Locomotives and their parts and fittings including brake gear but excluding electrical material.
..	..	..	3,08	54	3,08	18,97	41,30	46,06	Eb1. Railway Carriage and Wagon Underframes and Components including brake rigging but excluding electrical material and train lighting material.
18	4	1	1,04	30	4	2,84	39,67	32,70	Eb2. Railway Carriage and Wagon body components excluding electrical, gas, rubber and textile fittings.
..	3	..	1	23	2	42	7,22	5,32	EVB. Automatic Vacuum Brake Equipment and its parts and fittings other than rigging and parts exclusively used on locomotives.
..	1	..	8	31	1	17	5,08	1,08	Eb6. Trimmings, *i.e.*, textile, fibre and leather articles used for furnishing railway carriage interiors and roofing, flooring and sewing materials.
..	7	11	9	1,01	1,98	85	11,63	21,30	F1. Building material, water mains, sewage system and track and yard enclosing material, and all other parts and fittings.
..	4	17	..	1,05	13	2,90	8,04	12,49	F2. Signal and Interlocking material, and their parts and fittings.
..	16	1	31	59	13	2,13	12,74	9,44	Gb1. Hardware, Copper, Tin and Zinc-ware, *i.e.*, all simple material in common use manufactured from raw metal.
..	8	1	9	10	4	83	4,83	2,07	Gb3. All Leather, Canvas and India Rubber in bulk, and articles made from them which are not included under other heads.
5	79	30	80	3,46	2,73	7,51	69,86	1,02,15	Gb4. Metals.
8	25	12	55	1,99	64	1,47	17,35	20,18	Gb5. Painters' Stores.
..	..	33	..	..	3,00	..	7,43	27,51	Gb6. Timber.
..	..	2,00	..	76	13,33	..	14,95	2,31,31	Gb7. Fuel and fuel oil.
..	32	..	3,99	3,97	36	10,08	57,68	5,53	H. (a to e). Electrical and Train and Locomotive Lighting Plants and materials, etc., and Telegraph and Telephone equipment.
..	51	84	80	5,37	3,79	5,11	86,33	1,37,46	All other stores not detailed in the above major heads.
3,35	2,75	5,95	19,58	*22,09	50,67	1,25,08	4,67,30	9,08,27	Total.

*Includes Rs. 2,70 on account of Customs duty.

Details of working of Company or State collieries

Colliery.	Owned by	Province.	Date from which each colliery commenced to work.	Year.	Capital outlay.	Out		
						Large coal.	Small coal.	Slack coal.
1	2	3	4	5	6	7	8	9
					Rs.	Tons.	Tons.	Tons.
Bokaro	East Indian and Bengal-Nagpur Railways.	Bihar	August 1915.	*1935-36*	*28,90,856*	*511,106*	*Nil*	*100,395*
				1936-37	*(i)(b) 27,88,165*	*597,050*	*95,795*	*77,003*
				1937-38	(g)26,83,495	805,342	154,434	120,963
Swang	East Indian and Bengal-Nagpur Railways.	Bihar	27th July 1924.	*1935-36*	*15,15,088*	*38,145*	*4,790*	*7,706*
				1936-37	*(b)15,60,572*	*41,391*	*4,025*	*(e)10,497*
				1937-38	(a)15,51,634	55,386	3,648	(e)9,177
Kurharbaree	State	Bihar	1st January 1871.	*1935-36*	*(j)69,50,106*	*(m) 189,818*	*(m) 55,459*	*(m) 72,671*
				1936-37	*(j)(i)67,81,902*	*168,285*	*75,316*	*27,501*
				1937-38	(f)31,83,356	177,366	54,409	38,733
Serampur	State	Bihar	1st January 1871.	*1935-36*	*(k)*	*230,866*	*69,254*	*94,895*
				1936-37	*(k)*	*229,948*	*96,666*	*67,862*
				1937-38	(f)30,90,960	194,924	116,812	60,043
Bhurkunda	State	Bihar	1st June 1927.	*1935-36*	*53,24,592*	*73,631*	*Nil*	*13,269*
				1936-37	*53,25,994*	*56,474*	*Nil*	*10,693*
				1937-38	54,17,395	171,928	(c)355	(d)25,473
Kargali	State	Bihar	18th July 1917.	*1935-36*	*42,27,889*	*343,189*	*2,059*	*(d)90,092*
				1936-37	*(h)39,78,990*	*493,519*	*2,781*	*(d)80,281*
				1937-38	(i) 39,51,904	710,798	1,338	(d)140,654
Argada	Bengal Nagpur Railway.	Bihar	1st May 1926.	*1935-36*	*28,29,616*	*237,278*	*Nil*	*19,754*
				1936-37	*(n)26,82,283*	*238,989*	*Nil*	*20,584*
				1937-38	(n)26,27,265	265,047	*Nil*	21,791
Deulbera	Bengal Nagpur Railway.	Orissa	(g) 1st Sept. 1932.	*1935-36*	*20,20,541*	*145,045*	*Nil*	*12,894*
				1936-37	*(n)20,00,544*	*26,854*	*Nil*	*3,120*
				1937-38	(n)19,41,201	121,271	*Nil*	8,821
Talcher	Madras & Southern Mahratta Railway.	Orissa	Sept. 1930	*1935-36*	*38,87,494*	*150,005*	*Nil*	*6,285*
				1936-37	*39,09,899*	*153,089*	*Nil*	*5,393*
				1937-38	40,35,137	193,018	*Nil*	11,044
Jarangdih	Bombay Baroda & Central India and Madras & Southern Mahratta Railways.	Bihar	1st April 1927.	*1935-36*	*78,58,188*	*77,787*	*14,486*	*11,189*
				1936-37	*(a)78,81,602*	*62,519*	*8,205*	*6,549*
				1937-38	(p)78,57,335	85,841	8,638	10,231
Religara	Bombay Baroda & Central India and Madras & Southern Mahratta Railways.	Bihar	..	*1935-36*	*20,79,627*	††	††	††
				1936-37	*20,79,627*	††	††	††
				1937-38	(o)19,80,626	††	††	††
Kurasia	Bombay Baroda & Central India Railway.	Central Provinces.	7th May 1932.	*1935-36*	*12,25,397*	*150,245*	*Nil*	*3,087*
				1936-37	*(a)13,20,417*	*177,227*	*Nil*	*2,655*
				1937-38	13,70,495	290,570	*Nil*	2,832
Kedla	East Indian and Bengal Nagpur Railways.	Bihar and Orissa.	..	*1935-36*	*7,38,124*	§	§	§
				1936-37	*(l)7,36,561*	§	§	§
				1937-38	7,36,561	§	§	§

(*a*) The decrease is due to credits to Sinking Fund
(*b*) Revised figures.
(*c*) Represents Dust coal.
(*d*) Includes coal consumption.
(*e*) Represents Smithy coal
(*f*) The decrease in the combind figures (Kurharbaree & Serampur) is due mainly to credits to Sinking Fund being more during the year than debits to Capital & credits to Floating assets during the year.
(*g*) Stopped from 4th June 1936 and recommenced from 26th February 1937.
(*h*) Decrease of Rs. 2,48,900 is due to credit balance under outstanding Account, Sinking Fund and Purchase Aecount during the year.
(*i*) The decrease is due to credits to Sinking Fund Accounts having been more than the net additions to fixed assets during the year. and in the case of Bokaro, in addition to this it is also due to the transfer to Swang Colliery of a sum of Rs. 78,000 (odd) representing capital expenditure on Swang previously booked under Bokaro.
(*j*) Includes figures of Serampur colliery; separate figures being not available.
(k) Included with the figures of Kurharbaree Colliery.
(l) The decrease is due to adjustment of difference in the amounts of capital at charge as booked by the two Rlys. (E. I. & B. N.).
(m) Revised figures exclusivly for Kurharbaree Colliery.
(n) The decrease is due to redemption of capital on Sinking Fund basis and value of surplus material credited to capital account.
(*o*) The decrease is mainly due to the write-off of the amount of Rs. 1,04,083 to the Revenue accounts of the B. B. and C. I. and M. & S. M. Railways.
(*p*) The decrease is due to credit being received for materials released from works owing to closing down of Pits.
(*q*) The decrease is due to credit to Sinking Fund and Floating Assets being more than debit to capital.

DIX B.

for the years 1935-36 to 1937-38.

PUT. Total.	Quantity issued.	Working expenses.	Average cost of a ton of coal.	Average number of persons employed daily.	Number of tons raised per person employed.	Number of persons killed.	Number of persons injured.	Colliery.
10	11	12	13	14	15	16	17	18
Tons.	Tons.	Rs.	Rs.		Tons.			
611,501	*611,501*	*12,12,306*	*1·98*	*1,714*	*357*	*1*	*5*	Bokaro.
769,848	*769,978*	*13,94,974*	*1·81*	*1,685*	*457*	*2*	*12*	
1,080,739	1,080,739	20,14,397	1·86	3,278	330	1	8	
50,641	*50,641*	*2,40,638*	*4·75*	*278*	*182*	*Nil*	1	Swang.
55,913	*55,913*	*2,48,535*	*4·44*	*270*	*207*	*Nil*	*Nil*	
68,211	68,211	2,83,701	4·16	233	293	1	2	
(*m*) *317,948*	(*m*) *301,427*	(*j*)*30,07,305*	(*j*) *4·22*	(*m*)*2,875*	(*m*)*111*	(*m*) *66*	(*m*) *26*	Kurharbaree.
271,102	*290,734*	*12,53,317*	*4·62*	*1,885*	*144*	*7*	*13*	
270,508	304,332	14,00,415	5·17	2,024	134	1	46	
395,015	*366,003*	(*k*)	(*k*)	*2,505*	*157*	*3*	*11*	Serampur.
394,476	*438,164*	*15,96,914*	*4·05*	(*b*)*2,492*	*158*	*Nil*	*21*	
371,779	422,423	15,98,034	4.30	1,812	205	3	40	
86,900	*86,900*	*6,21,055*	*7·15*	*675*	*129*	*Nil*	*4*	Bhurkunda.
67,167	*67,167*	*5,29,120*	*7·88*	*593*	*112*	*1*	*3*	
197,756	197,756	9,78,960	4·95	1,083	183	*Nil*	3	
435,340	*435,340*	*11,78,441*	*2·71*	*3,147*	*138*	*3*	*13*	Kargali.
576,581	*576,581*	*16,41,773*	*2·84*	*3,314*	*174*	*Nil*	*15*	
852,790	852,790	29,05,639	3·41	5,171	165	7	31	
257,032	(*b*) *257,032*	*7,22,598*	*2·81*	*1,336*	*192*	*Nil*	*2*	Argada.
259,573	*259,573*	*7,00,606*	*2·70*	*1,674*	*155*	*1*	*Nil*	
286,838	286,838	7,31,230	2·55	1,452	198	*Nil*	1	
157,939	*158,193*	*5,70,402*	*3·61*	*1,209*	*131*	*3*	*10*	Deulbera.
29,974	*29,974*	*1,37,762*	*4·60*	*755*	*40*	*1*	*Nil*	
130,092	130,092	5,26,633	4·05	1,158	112	1	*5*	
156,290	*156,290*	*5,06,751*	*3·24*	*174*	*898*	*2*	*93*	Talcher.
158,482	*158,482*	*4,63,689*	*2·93*	*232*	*683*	*Nil*	*141*	
204,062	204,062	5,27,365	2·58	‡1,099	186	*Nil*	519	
103,462	*103,747*	*4,50,831*	*4·36*	*1,156*	*90*	*1*	*7*	Jarangdih.
77,273	*77,538*	*3,20,434*	*4·15*	*936*	*83*	*4*	*3*	
104,710	103,662	3,46,892	3·31	475	220	*Nil*	11	
††	††	††	††	††	††	††	††	Religara.
††	††	††	††	††	††	††	††	
††	††	††	††	††	††	††	††	
153,332	*152,692*	*5,14,807*	*3·36*	*619*	*248*	*Nil*	*10*	Kurasia.
179,882	*179,921*	*5,10,192*	*2·84*	*828*	*217*	*Nil*	*5*	
293,502	293,544	7,18,409	2·66	1,016	288		7	
§	§	§	§	§	§		§	Kedla.
§	§	§	§	§	§		§	
§	§	§	§	§	§		§	

†† Development work has been suspended and the colliery relinquished.

§ Further Development postponed indefinitely.

‡ Includes Contractors labour not included in previous years.

APPEN

I.—*Statement of the Number of Servants of all races employed on each Railway system (open lines*

Number of

Railways.	Europeans.		Indians.									
			Hindus.				Muslims.		Anglo-Indians and Domiciled Europeans.		Sikhs.	
			Hindus other than Depressed Classes.		Depressed Classes.							
	1936-37.	1937-38.	*1936-37.*	1937-38.	*1936-37.*	1937-38.	*1936-37.*	1937-38.	*1936-37.*	1937-38.	*1936-37.*	1937-38.
1	2	3	4	5	6	7	8	9	10	11	12	13
CLASS I.												
Assam-Bengal .	*48*	48	*7,286*	7,587	*3,070*	2,903	*5,970*	6,161	*228*	242	*118*	148
Bengal & North Western.	*87*	94	*20,082*	20,182	** 2,885*	3,910	*3,717*	3,826	*237*	248	*8*	9
Bengal-Nagpur .	*279*	213	*46,814*	48,085	*9,123*	10,977	*6,578*	6,310	*1,911*	1,918	*662*	548
Bombay, Baroda & Central India.	*348*	328	*40,234*	40,409	*7,690*	7,509	*11,114*	11,088	*931*	968	*196*	209
Burma .	*93*	†	*14,915*	†	..	†	*2,301*	†	*606*	†	*617*	†
Eastern Bengal .	**169*	149	**28,022*	26,047	**7,830*	9,359	**15,301*	16,667	**602*	624	**205*	214
East Indian .	**628*	589	**78,831*	79,248	**17,161*	17,824	**24,764*	25,251	**2,390*	2,364	**515*	490
Great Indian Peninsula.	**400*	321	**48,542*	45,812	**16,475*	17,281	**10,523*	10,102	**1,587*	1,623	**270*	263
Jodhpur .	**23*	21	*4,783*	5,414	*963*	821	*1,727*	1,807	*27*	25	*15*	21
Madras & Southern Mahratta.	*168*	156	**28,076*	26,121	**10,724*	9,736	**5,631*	5,280	**1,883*	1,822	**32*	33
Nizam's State .	*75*	77	*‡11,891*	7,126	††	4,858	*2,533*	2,512	*393*	367	*19*	14
North Western .	**476*	473	**31,384*	32,584	**5,675*	3,714	**54,991*	55,617	**968*	932	** 5,841*	5,904
Rohilkund and Kumaun.	*17*	14	**2,967*	3,021	**715*	799	**1,785*	1,786	*39*	40	*2*	3
South Indian .	*108*	90	*27,366*	26,974	*2,093*	2,561	*2,039*	2,063	*1,397*	1,451	*3*	*Nil*
Total .	**2,919*	2,573	**391,193*	368,610	**84,404*	92,252	**148,974*	148,470	**13,199*	12,624	**8,503*	7,856
CLASS II.												
Barsi Light .	*9*	7	*798*	771	*388*	365	*167*	160	*13*	15	*Nil*	*Nil*
Bengal-Dooars .	*3*	4	*552*	688	*749*	664	*233*	236	*7*	9	*8*	17
Bhavnagar State	*2*	2	**2,101*	2,081	*906*	942	*266*	257	*Nil*	*Nil*	*Nil*	*Nil*
Bikaner State .	*8*	9	*3,256*	3,403	*(a)*	*(a)*	*831*	851	*2*	2	*40*	45
Darjeeling-Himalayan.	*6*	5	*1,522*	1,520	*164*	161	*66*	68	*19*	17	*3*	1
Dibru-Sadiya	*11*	11	*1,008*	975	*565*	647	*282*	304	*5*	4	*26*	28
Gaekwar's Baroda State.	*4*	1	*3,133*	3,197	*365*	411	*320*	308	*10*	13	*32*	38
Gondal .	*Nil*	*Nil*	*1,081*	1,075	*188*	183	*41*	60	*Nil*	*Nil*	*Nil*	*Nil*
Jaipur State .	*2*	3	*540*	625	*158*	157	*143*	164	*6*	6	*1*	1
Jamnagar-Dwarka	*Nil*	*Nil*	*954*	938	*21*	21	*200*	204	*Nil*	*Nil*	*Nil*	*Nil*
Junagad State .	*3*	4	**1,113*	1,132	**52*	60	**234*	242	**7*	7	**Nil*	*Nil*
Morvi . .	*Nil*	*Nil*	*895*	841	*45*	*39*	*68*	79	*Nil*	*Nil*	*Nil*	*Nil*
Mysore . .	*2*	2	*1,393*	2,707	*Nil*	2	*224*	480	*38*	67	*Nil*	*Nil*
Shahdara (Delhi)-Saharanpur.	**3*	2	*274*	240	*74*	89	*249*	251	*6*	8	*5*	6
Total .	**53*	50	**18,620*	20,193	**3,675*	3,741	**3,324*	3,664	**113*	148	**115*	136
Class III, Total .	*28*	29	**3,767*	3,922	*2,469*	*2,410*	*1,008*	932	*14*	18	*5*	6
Railway Board & Other Railway Offices.	**41*	40	**2,314*	2,656	**197*	488	**607*	728	**51*	53	**80*	116
Grand Total .	**3,041*	2,692	**415,894*	395,381	**90,745*	98,891	**153,913*	153,794	**13,377*	12,843	**8,703*	8,114

*Revised figures.
†Figures not furnished due to separation with effect from 1st April 1937.
‡Includes Hindus—Depressed classes.
††Included under Hindus—other than Depressed classes.
(*a*) No distinction observed on this Railway between Hindus—other than Depressed classes and Hindus—Depressed classes.

DIX C.

only) and in the Railway Board and other Railway Offices at the close of the years 1936-37 and 1937-38

servants employed.

Indian Christians.		Parsis.		Other communities.		Total.		Grand Total.		Grand Total including staff on loan from the Indian Audit and Accounts Service (or Deptt.)		Railways.
1936-37.	1937-38.	*1936-37.*	1937-38.	*1936-37.*	1937-38.	*1936-37.*	1937-38.	*1936-37.*	1937-38.	*1936-37.*	1937-38.	
14	15	16	17	18	19	20	21	22	23	24	25	26
												CLASS I.
**139*	122	*Nil*	1	**236*	98	*17,047*	17,262	*17,095*	17,310	*17,095*	17,310	A.-B.
202	207	*2*	2	*3*	3	*27,136*	28,387	*27,223*	28,481	*27,223*	28,481	B. & N.-W.
1,026	1,153	*13*	14	*37*	28	*66,164*	69,033	*66,443*	69,246	*66,443*	69,246	B.-N.
1,649	1,716	*884*	881	*300*	271	*62,998*	63,051	*63,346*	63,379	*63,346*	63,379	B., B. & C. I.
374	†	¶	†	*4,332*	†	*23,145*	†	*23,238*	†	*23,239*	†	Burma.
**256*	255	*3*	3	**17*	17	**52,236*	53,186	**52,405*	53,335	**52,407*	53,337	E. B.
**666*	697	*19*	15	**36*	35	**124,382*	125,924	**125,010*	126,513	**125,016*	126,519	E. I.
**3,252*	3,385	*460*	471	**548*	448	**81,657*	79,385	**82,057*	79,706	**82,058*	79,707	G. I. P.
96	94	*Nil*	2	*10*	8	*7,621*	8,192	**7,644*	8,213	*7,645*	8,214	Jodhpur.
**3,691*	3,563	*50*	49	**29*	264	**50,116*	46,868	**50,284*	47,024	**50,284*	47,024	M. & S. M.
764	894	¶¶	¶¶	*67*	71	*15,667*	15,842	*15,742*	15,919	*15,742*	15,919	N. S.
**1,221*	1,121	**69*	62	**36*	20	**100,185*	99,954	**100,661*	*100,427	**100,665*	100,431	N. W.
**26*	29	*Nil*	*Nil*	**Nil*	*Nil*	*5,534*	5,678	*5,551*	5,692	*5,551*	5,692	R. & K.
3,720	3,709	*Nil*	*Nil*	*4*	6	*36,622*	36,764	*36,730*	36,854	*36,730*	36,854	S. I.
**17,082*	16,945	**1,500*	1,500	**5,655*	1,269	**670,510*	649,526	**673,429*	652,099	**673,444*	652,113	Total.
												CLASS II.
43	52	*Nil*	*Nil*	*1*	1	*1,410*	1,364	*1,419*	1,371			Barsi Light.
8	5	*Nil*	*Nil*	*1*	7	*1,558*	1,626	*1,561*	1,630			B. D.
45	43	*35*	33	*Nil*	*Nil*	**3,353*	3,356	**3,355*	3,358			B. S.
10	5	¶¶	¶¶	*Nil*	*Nil*	*4,139*	4,306	*4,147*	4,315			BK. S.
15	13	*Nil*	*Nil*	*13*	15	*1,802*	1,795	*1,808*	1,800			D. H.
26	36	¶¶	¶¶	*5*	1	*1,917*	1,995	*1,928*	2,006			D. S.
55	54	*10*	12	*Nil*	2	*3,925*	4,035	*3,929*	4,036			G. B. S.
7	10	*Nil*	*Nil*	*Nil*	*Nil*	*1,317*	1,328	*1,317*	1,328			Gondal.
4	6	*Nil*	*Nil*	*2*	*Nil*	*854*	959	*856*	962			Jaipur State.
9	13	**1*	1	**Nil*	*Nil*	*1,185*	1,177	*1,185*	1,177			J. D.
**5*	6	*2*	2	3	8	**1,416*	1,457	**1,419*	1,461			J. S.
2	2	*1*	1	*Nil*	*Nil*	*1,011*	962	*1,011*	962			Morvi.
Nil	*Nil*	*1*	1	*144*	249	*1,300*	3,506	*1,802*	3,508			Mysore.
6	4	*Nil*	*Nil*	*Nil*	29	**614*	627	**617*	629			S. (D.) S.
**235*	249	**50*	50	**169*	312	**26,301*	28,493	**26,354*	28,543			Total.
52	56	*6*	5	*15*	15	**7,336*	7,364	**7,364*	7,393			Cl. III Total.
**60*	61	*Nil*	*Nil*	**1*	1	**3,310*	4,103	**3,351*	4,143			R. Bd. & other R. O.
**17,429*	17,311	**1,556*	1,555	**5,840*	1,597	**707,457*	689,486	**710,498*	692,178			Grand Total.

*Revised figures.
†Figures not furnished due to separation with effect from 1st April 1937.
¶Information not available.
¶¶Not furnished.

II.— *Statement showing number of servants of all races employed on Class I Railways—Open line and Construction—(excluding His Exalted Highness the Nizam's State and Jodhpur Railways) and in the Railway Board and other Railway offices, in subordinate services (excluding labourers and inferior servants) at the close of the years 1936-37 and 1937-38.*

Name of Railway.	31st MARCH 1937.											31st MARCH 1938.									
		Indians.											Indians.								
		Hindus.											Hindus.								
	Europeans.	Hindus other than Depressed classes.	Depressed classes.	Muslims.	Anglo-Indians and Domiciled Europeans.	Sikhs.	Indian Christians.	Parsis.	Other Communities.	Total (Columns 3 to 10).	Total No. on the Railway (Column 2 *plus* 11).	Europeans.	Hindus other than Depressed classes.	Depressed classes.	Muslims.	Anglo-Indians and Domiciled Europeans.	Sikhs.	Indian Christians.	Parsis.	Other Communities.	Total (Cols. 14 to 21).	Total No. on the Railway (Col. 13 *plus* 22).
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
State Managed Railways.																					
Burma	22	2,018	*Nil*	591	517	84	245	¶	1,172	4,627	4,649	†	†	†	†	†	†	†	†	†	†
Eastern Bengal ..	*117	*7,350	*164	*1,926	*532	*28	*49	1	*17	*10,067	*10,184	104	7,441	193	2,161	552	27	51	1	17	10,443	10,547
East Indian** ..	*487	*43,792	*8,977	*14,772	*2,269	*187	*446	*15	*22	*70,480	*70,967	456	44,456	9,063	14,860	2,264	176	468	10	26	71,323	71,779
Great Indian Peninsula	*263	*9,699	*407	*1,592	*1,406	*51	*1,192	*403	*231	*14,981	*15,244	193	9,694	294	1,576	1,437	56	1,249	408	167	14,881	15,074
North Western ..	*349	*11,453	*47	*6,831	*828	*1,512	*223	55	*22	*20,971	*21,320	347	11,290	67	7,023	805	1,569	198	59	15	21,026	21,373
Railway Board and Miscellaneous Offices.	2	*1,496	*5	*313	*40	*55	*38	*Nil*	*1	*1,948	*1,950	2	1,510	5	322	41	61	38	*Nil*	1	1,978	1,980
Total ..	*1,240	*75,808	*9,600	*26,025	*5,592	*1,917	*2,193	*474	*1,465	*123,074	*124,314	1,102	74,391	9,622	25,942	5,099	1,889	2,004	478	226	119,651	120,753
Company Managed Railways.																					
Assam Bengal ..	*14	*2,693	*184	*1,289	*183	*24	*50	*Nil*	*57	*4,480	*4,494	14	2,607	211	1,124	193	27	41	*Nil*	57	4,260	4,274
Bengal Nagpur ..	103	7,829	64	806	1,171	86	203	6	5	10,170	10,273	106	7,934	51	799	1,210	91	187	8	5	10,285	10,391
B. and N. Western§..	*28	*3,563	*181	1,097	*241	9	*71	2	*2	*5,166	*5,194	36	7,125	790	1,641	245	6	79	2	2	9,890	9,926
B. B. and Central India	*248	*14,072	*697	*4,201	*905	*115	*918	*817	*365	*22,090	*22,338	237	14,122	672	4,181	900	122	951	797	375	22,120	22,357
M. and S. Mahratta..	83	*7,067	*96	*927	*1,366	6	*721	39	*12	*10,234	*10,317	77	6,837	108	943	1,319	8	685	34	90	10,024	10,101
R. and Kumaon ..	*6	646	1	283	*35	1	6	*Nil*	*Nil*	*972	978	6	645	1	266	34	2	8	*Nil*	*Nil*	956	962
South Indian‡ ..	42	6,056	28	532	936	*Nil*	792	*Nil*	1	9,245	9,287	31	7,823	58	681	1,006	*Nil*	940	*Nil*	4	10,512	10,543
Total ..	*524	*42,826	*1,251	*9,135	*4,837	*241	*2,761	*864	*442	*62,357	*62,881	507	47,093	1,891	9,635	4,907	256	2,891	841	533	68,047	68,554
Grand Total	*1,764	*118,634	*10,851	*35,160	*10,429	*2,158	*4,954	*1,338	*1,907	*185,431	*187,195	1,609	121,484	11,513	35,577	10,006	2,145	4,895	1,319	759	187,698	189,307

* Revised figures.

‡ Increase in the figures on 31st March 1938 as compared with those on 31st March 1937 is due to the inclusion of monthly paid labourers by the Railway which is under investigation.

† Figures not furnished due to separation with effect from 1st April 1937.

** Increasei n the figures on 31st March 1937 and 31st March 1938 is due to the inclusion of the inferior staff by the Railway which is under investigation.

¶ Information not available.

§ Increase in the figures on 31st March 1938 as compared with those on 31st March 1937 is under investigation.

APPENDIX D (*i*).

Summary of accidents and casualties reported by railways open for traffic in India as having occurred during 1937-38 and the preceding four years.

[Summary of Appendices D (*ii*) to D (*vi*).]

Class of accidents. 1	1933-34. 2		1934-35. 3		1935-36 4		1936-37. 5		†1937-38. 6		References. 7
I.—*Accidents to trains*—											Appendix D (*iii*) Col. 299.
Collisions—											
Passenger trains	65		47		59		48		48		Items 1 to 3.
Other trains and light engines	191		166		204		205		215		„ 4 to 6.
Derailments—											
Passenger trains	234		274		273		282		258		„ 7 (*a*) & 7 (*b*).
Other trains	3,174		3,217		3,077		3,362		3,361		„ 8 (*a*) & 8 (*b*).
II.—*Failure of engines and rolling stock*											
Failure of engines due to faulty design, material or workmanship in the Mechanical Department—											
(1) boilers and tubes	84		115		95		101		85		Item 9 (*a*) (1).
(2) machinery springs, etc.	437		441		308		338		344		„ 9 (*a*) (2).
Failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—											
(1) boilers and tubes	269		224		260		299		237		„ 9 (*b*) (1).
(2) other causes	1,132		1,182		1,379		1,246		1,434		„ 9 (*b*) (2).
Failure of tyres and wheels	12		33		20		11		13		„ 9 (*c*) & 9 (*d*).
ditto axles	44		51		52		47		45		„ 9 (*e*).
ditto brake apparatus	13		15		9		33		22		„ 9 (*f*).
ditto couplings and draft gear	1,917		2,029		2,025		2,160		1,966		„ 9 (*g*).
Other rolling stock failures	345		748		435		164		274		„ 9 (*h*).
III.—*Failure of permanent-way*—											
Broken rails	355		323		321		309		316		„ 10 (*a*).
Failure of tunnels, bridges, viaducts, culverts, etc.	6		5		4		4		8		„ 10 (*b*).
Flooding of portions of permanent-way.	188		107		83		83		90		„ 10 (*c*).
Slips in cuttings or embankments	74		52		68		61		45		„ 10 (*d*).
IV.—*Fires*—											
Fire in trains	144		182		156		170		188		„ 11 (*a*).
Fire at stations or involving injury to bridges or viaducts.	42		33		64		55		36		„ 11 (*b*).
V.—*Other accidents*—											
Trains running over cattle on the line	9,701		9,362		9,538		9,573		9,191		„ 12 (*b*).
Trains running over obstructions on the line (other than those at level crossings)	193		189		201		183		157		„ 12 (*c*).
Trains running over obstructions or vehicles at level crossings	94		73		85		78		116		„ 12 (*d*).
Train-wrecking	20		17		10		16		16		„ 12 (*e*).
Attempted train-Wrecking	116		107		101		84		73		„ 12 (*f*).
Miscellaneous	381		387		387		376		372		„ 12 (*g*) + 12 (*a*).
TOTAL	19,231		19,379		19,214		19,288		18,910		Total.
*NUMBER OF PERSONS KILLED OR INJURED.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
A.—*In accidents caused by the movement of railway vehicles, exclusive of accidents to trains, etc.*—											Appendix D (*ii*).
Passengers	204	785	189	794	177	787	164	729	214	818	Total (*a*) Col. 29.
Railway servants	177	1,975	183	2,269	164	2,306	178	2,505	185	3,258	„ (*b*) Col. 53.
Other persons	2,307	679	2,545	790	2,599	767	2,769	802	2,714	773	„ (*c*) Col. 53.
Total	2,688	3,439	2,917	3,853	2,940	3,860	3,111	4,036	3,113	4,849	„ (*d*) Col. 53.
B.—*In accidents to trains, rolling-stock and permanent-way*—											Appendix D (*iii*).
Passengers	21	160	15	74	5	87	13	72	105	174	Cols. 301 and 303—(Total)
Railway servants	9	123	10	107	16	135	7	191	18	107	„ 305 & 307— „
Other persons	45	86	32	42	98	139	56	81	61	80	„ 309 & 311— „
Total	75	369	57	223	119	361	76	344	184	361	„ 313 & 315—(Total).
C.—*In accidents on railway premises not connected with the movement of railway vehicles*—											Appendix D (*iv*).
Passengers	7	19	5	38	3	27	2	31	1	14	Cols. 342 & 343—(Total)
Railway servants	33	6,357	24	6,071	22	6,618	16	7,038	30	8,773	„ 344 & 345— „
Other persons	23	798	28	67	25	84	32	105	42	114	„ 346 & 347— „
TOTAL	63	7,174	57	6,176	50	6,729	50	7,174	73	8,901	„ 348 & 349—(Total).
TOTAL PASSENGERS	232	964	209	906	185	901	179	832	320	1,006	A+B+C above.
TOTAL RAILWAY SERVANTS.	219	8,455	217	8,447	202	9,059	201	9,734	233	12,138	A+B+C above.
TOTAL OTHER PERSONS	2,375	1,563	2,605	899	2,722	990	2,857	988	2,817	967	A+B+C above.
GRAND TOTAL	2,826	10,982	3,031	10,252	3,109	10,900	3,237	11,554	3,370	14,111	A+B+C above.

		Railway Servants.	Other Persons.	Total.	Appendix D (*vi*).
*Number of persons killed or injured in Railway Workshops, etc., in 1937-38 not included in the above summary.	Killed	11	4	15	Totals (*b*), (*c*) & (*d*) (*Col. 393*)
	Injured	8,111	4	8,115	

†Exclusive of Burma Railway's figures not furnished due to separation.

Number of persons killed or injured during the year 1937-38 by the movement of trains and railway distinguishing between passengers, railway servants and other persons, and classifying, as

Class of accident.	Nature of Injury.	CLASS I						
		Assam-Bengal.	Bengal and North-Western.	Bengal Nagpur.	Bombay, Baroda and Central India.	Eastern Bengal.	East Indian.	Great Indian Peninsula.
7 (*a*)	8	9	10	11	12	13	14	15
(*a*) PASSENGERS.								
ACCIDENTS OTHER THAN THOSE TO TRAINS, ETC.								
1. Falling between trains and platforms	Killed	..	..	..	..	..	16	6
	Injured	1	2	2	..	5	15	12
2. Falling on to the platforms, ballast, etc., when getting into or out of trains.	Killed	..	..	..	..	..	2	4
	Injured	7	3	10	1	3	15	40
3. Crossing the line at stations	Killed	..	..	..	..	2	3	1
	Injured	1	3	..	..	1	1	..
4. Closing of carriage doors	Killed	..	..	..	..	..	..	..
	Injured	..	..	..	..	..	..	4
5. Falling or jumping out of carriages during the running of trains.	Killed	4	2	2	20	8	14	22
	Injured	15	69	27	81	7	19	54
6. Other accidents	Killed	1	3	..	7	..	1	1
	Injured	1	9	2	34	..	4	98
TOTAL (*a*)	Killed	5	5	2	27	10	36	34
	Injured	25	86	41	116	16	54	208
(*b*) RAILWAY SERVANTS.								
(*i*) ACCIDENT IN CONNECTION WITH THE COUPLING AND UNCOUPLING OF VEHICLES.								
1. Coupling or uncoupling vehicles	Killed	..	..	..	..	..	1	1
	Injured	2	..	57	104	23	123	224
2. Coming in contact, whilst riding on vehicles during shunting, with other vehicles, etc, standing on adjacent lines.	Killed	..	..	..	..	..	..	..
	Injured	..	..	2	1	1	4	1
3. Passing over or standing upon buffers during shunting	Killed	..	..	..	..	..	..	..
	Injured	..	..	..	3	..	..	1
4. Getting on or off or falling off engines, wagons, etc., during shunting.	Killed	..	..	..	..	..	..	..
	Injured	2	..	5	3	8	23	29
5. Braking, spragging or choking wheels	Killed	..	..	1	1	..	..	1
	Injured	..	..	4	2	7	22	48
6. Attending to ground points, marshalling trains, etc.	Killed	..	..	..	..	..	..	..
	Injured	..	..	1	2	1	2	1
7. Moving vehicles by capstans, turntables, props, etc., during shunting.	Killed	..	..	..	..	..	..	..
	Injured	..	1	..	3	5	4	..
8. Other accidents during shunting operations not included in the preceding items.	Killed	1	..	..	..	3	4	7
	Injured	..	3	34	11	25	65	76
TOTAL (*i*)	Killed	1	..	1	1	3	5	9
	Injured	4	4	103	129	70	243	380

DIX D (*ii*).

vehicles, exclusive of accidents included in Appendix D (iii), *on all railways open for traffic, far as practicable, the nature and causes of the accidents occasioning death or injury.*

Railways.						Total Class I Railways.		Total Class II Railways.		Total Class III Railways.		Total all Railways.		Serial No. of Class of Accidents [see Col. 7 (*a*)].
Jodhpur.	Madras and Southern Mahratta.*	Nizam's State.	North Western.	Rohilkund and Kumaon.	South Indian.	*1936-37.*	† 1937-38.	*1936-37.*	1937-38.	*1936-37.*	1937-38.	*1936-37.* (Cols. 22, 24 and 26.)	† 1937-38. (Cols. 23, 25 and 27.)	
16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
..	..	..	7	1	..	*24*	30	..	..	..	..	*24*	30	1
..	..	..	10	..	..	*64*	47	..	..	..	3	*64*	50	
..	..	..	4	..	1	*19*	11	..	1	..	..	*19*	12	2
..	..	..	14	..	5	*86*	98	..	..	..	3	*86*	101	
..	..	..	2	1	..	*11*	9	..	1	..	..	*11*	10	3
..	..	..	2	..	..	*5*	8	*1*	..	..	..	*6*	8	
..	..	..	..	..	..	..	..	..	..	..	..	..	..	4
..	..	..	..	..	2	*10*	6	..	..	..	1	*10*	7	
1	9	1	52	..	8	*99*	143	*2*	..	..	..	*101*	143	5
1	26	1	55	13	79	*427*	447	*25*	23*	*12*	20	*464*	490	
..	..	..	5	..	1	*9*	19	..	..	..	..	*9*	19	6
..	2	1	3	1	5	*96*	160	..	2	*3*	..	*99*	162	
1	9	1	70	2	10	*162*	212	*2*	2	..	..	*164*	214	Total (*a*).
1	28	2	84	14	91	*688*	766	*26*	25*	*15*	27	*729*	818	
1	2	..	4	..	..	*8*	9	..	..	..	..	*8*	9	1
1	62	12	157	..	28	*662*	793	..	4	*4*	9	*666*	806	
..	..	..	..	..	..	..	..	*1*	1	..	..	*1*	1	2
..	..	..	6	..	..	*17*	15	*2*	..	..	..	*19*	15	
..	..	..	..	..	..	*1*	..	*2*	1	..	..	*3*	1	3
..	3	..	2	..	..	*8*	9	..	..	..	..	*8*	9	
..	2	..	..	..	..	*5*	2	..	..	..	..	*5*	2	4
..	10	2	20	..	..	*113*	102	*2*	..	*2*	1	*117*	163	
..	..	..	..	..	1	*1*	4	..	..	..	..	*1*	4	5
..	10	..	10	..	3	*95*	106	..	..	..	..	*95*	106	
..	..	..	..	..	..	*1*	..	..	..	..	1	*1*	1	6
..	..	..	9	..	..	*14*	16	..	..	*2*	..	*16*	16	
..	..	..	..	..	..	..	..	..	..	..	..	..	..	7
..	..	..	1	..	..	*16*	14	..	..	..	..	*16*	14	
..	2		1	..	1	*14*	19	..	..	..	..	*14*	19	8
..	9		30	1	13	*192*	267	..	..	..	1	*192*	268	
1	6	..	5	..	2	*30*	34	*3*	2	..	1	*33*	37	Total (*b*)
1	94	14	235	1	44	*1,117*	1,322	*4*	4	*8*	11	*1,129*	1,337	

*This does not include 3 passengers who jumped out of a running train but received no injuries.

†Exclusive of Burma Railway's figures not furnished due to separation.

Number of persons killed or injured during the year 1937-38 by the movement of trains and railway between passengers, railway servants and other persons, and classifying, as

Class of accident.	Nature of Injury.	CLASS I						
		Assam-Bengal.	Bengal and North-Western.	Bengal Nagpur.	Bombay, Baroda and Central India.	Eastern Bengal.	East Indian.	Great Indian Penin-sula.
31	32	33	34	35	36	37	38	39
(*b*) RAILWAY SERVANTS—*concld.*								
(*ii*) OTHER ACCIDENTS.								
9. Falling off engines, etc., during the running of trains.	Killed	1	..	..	..	1	..	..
	Injured	1	1	7	8	1	13	7
10. Coming in contact with over-bridges, or erections on the sides of the line during the running of trains.	Killed	..	..	..	..	..	..	..
	Injured	..	2	..	2	1	4	5
11. Getting on or off engines, vans, etc., during the runnig of trains.	Killed	1	..	..	..	1	3	2
	Injured	1	3	10	5	4	18	69
12. Attending to or failure of, machinery, etc., of engines in steam.	Killed	..	..	..	..	..	1	..
	Injured	..	5	..	..	27	292	188
13. Working on the permanent-way, sidings, etc.	Killed	..	..	2	..	..	6	2
	Injured	2	1	3	5	3	6	3
14. Attending to gates, at level-crossings	Killed	..	1	..	..	..	..	1
	Injured	..	1	1	4	1	..	..
15. Walking, crossing, or standing on the lein on dutv.	Killed	..	5	2	..	7	17	68
	Injured	3	10	2	4	3	6	
16. Being caught between vehicles	Killed	1	..	..	1	..	4	..
	Injured	..	..	..	..	..	..	1
17. Falling or being caught between trains and platforms, walls, etc.	Killed	..	2	..	..	1	4	..
	Injured	..	3	..	..	1	8	
18. Walking, etc., on the line on the way home or to work.	Killed	..	..	1	4	5	5	1
	Injured	..	..	..	3	1	3	1
19 Miscellaneous	Killed	..	..	2	1	1	21	2
	Injured	1	8	86	39	88	68	270
TOTAL (*ii*).	Killed	3	8	7	6	16	61	14
	Injured	8	34	109	70	130	418	552
TOTAL RAILWAY SERVANTS (*b*)=[(*i*) + (*ii*)]	Killed	4	8	8	7	19	66	23
	Injured	12	38	212	199	200	661	932
(*c*) OTHER PERSONS.								
1. Passing over the railway at level crossings	Killed	..	..	..	..	11	8	2
	Injured	..	..	..	..	2	..	..
2. Trespassing on the line	Killed	46	236	188	151	203	471	181
	Injured	26	111	74	73	46	135	53
3. Suicides	Killed	5	2	52	14	27	175	66
	Injured	..	..	8	1	..	5	3
4. Miscellaneous	Killed	..	2	..	1	2	23	..
	Injured	4	17	4	1	3	17	4
TOTAL OTHER PERSONS (*c*)	Killed	51	240	240	166	243	677	249
	Injured	30	128	86	75	51	157	60
(*d*) GRAND TOTAL =(*a*) + (*c*)	Killed	60	253	250	200	272	779	306
	Injured	67	252	339	390	267	872	1,200

DIX D (*ii*)—*concld.*

vehicles, exclusive of accidents included in Appendix D (iii), on all railways open for traffic distinguishing far as practicable, the nature and causes of the accidents occasioning death or injury.

Railways.						Total Class I Railways.		Total Class II Railways.		Total Class III Railways.		Total all Railways.		Serial No. of Class of accidents (see Col. 31).
Jodhpur.	Madras and Southern Mahratta.	Nizam's State.	North Western	Rohilkund and Kumaon.	South Indian	*1936-37*	† 1937-38.	*1936-37.*	1937-38.	*1936-37.*	1937-38.	*1936-37* (Cols. 46, 48 & 50.)	† 1937-38. (Cols. 47, 49 & 51.)	
40	41	42	43	44	45	46	47	48	49	50	51	52	53	54
..	..	..	..	..	..	*1*	2	..	..	..	..	*1*	2	9
..	5	..	19	1	7	*53*	70	..	2	..	..	*53*	72	
..	..	..	..	..	..	*2*	..	..	..	*1*	..	*3*	..	10
..	1	..	8	..	..	*17*	23	..	1	..	1	*17*	24	
..	1	..	2	..	1	*8*	11	..	1	*1*	1	*9*	13	11
1	12	..	34	..	..	*130*	157	*1*	2	*1*	..	*132*	160	
..	..	..	1	..	..	*2*	2	..	..	..	..	*2*	2	12
..	..	..	107	..	2	*405*	621	*1*	1	..	..	*406*	622	
..	1	..	5	..	..	*26*	16	..	..	..	..	*26*	16	13
..	..	..	32	1	..	*42*	56	..	2	..	..	*42*	58	
..	..	..	..	..	..	*4*	2	..	..	..	..	*4*	2	14
..	1	..	..	1	..	*2*	9	..	1	*1*	1	*3*	11	
..	1	1	7	..	1	*60*	47	..	..	..	..	*60*	47	15
..	4	3	10	1	2	*66*	56	*2*	1	..	..	*68*	57	
..	1	..	2	..	..	*3*	9	*1*	..	..	..	*4*	9	16
..	1	..	5	..	..	*4*	7	*1*	..	..	..	*5*	7	
..	..	..	1	..	..	*2*	8	*1*	..	..	..	*3*	8	17
..	..	..	2	..	..	*10*	14	..	..	..	..	*10*	14	
..	..	..	3	..	..	*17*	19	..	..	..	..	*17*	19	18
..	..	..	8	..	..	*31*	16	..	..	..	..	*31*	16	
..	2	..	1	..	..	*16*	30	..	..	..	..	*16*	30	19
..	153	6	152	1	5	*590*	877	*19*	1	..	2	*609*	880	
..	6	1	22	..	2	*141*	146	*2*	1	*2*	1	*145*	148	Total (*ii*).
1	177	9	377	5	16	*1,350*	1,906	*24*	11	*2*	4	*1,376*	1,921	
1	12	1	27	..	4	*171*	180	*5*	3	*2*	2	*178*	185	Total (*b*).
2	271	23	612	6	60	*2,467*	3,228	*28*	15	*10*	15	*2,505*	3,258	
..	..	..	5	..	7	*39*	33	*1*	2	..	1	*40*	36	1
..	..	..	2	..	1	*9*	5	..	4	*2*	..	*11*	9	
10	107	23	254	18	182	*2,078*	2,070	*28*	47	*11*	12	*2,117*	2,129	2
8	15	3	65	10	26	*663*	645	*20*	15	*20*	22	*706*	682	
1	60	6	57	1	23	*566*	489	..	3	*1*	3	*567*	495	3
..	..	1	1	1	..	*12*	20	..	1	..	2	*12*	23	
1	6	2	5	..	12	*44*	54	..	..	*1*	..	*45*	54	4
1	..	..	5	..	2	*66*	58	*6*	1	*4*	..	*76*	59	
12	173	31	321	19	224	*2,727*	2,646	*29*	52	*13*	16	*2,769*	2,714	Total (*c*).
9	15	4	73	11	29	*750*	728	*26*	21	*26*	24	*802*	773	
14	194	33	418	21	238	*3,060*	3,038	*36*	57	*15*	18	*3,111*	3,113	Grand Total (*d*).
12	314	29	769	31	180	*3,905*	4,722	*80*	61	*51*	66	*4,036*	4, 84	

† Exclusive of Burma Railway's figures not furnished due to separation.

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling different classes of accidents and the number of passengers, railway

CLASS I

ASSAM BENGAL.

Class of accident.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 56 and 57).	Passengers.		Railway servants.		Other persons.		Total.	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 59, 61 and 63.)	Injured. (Cols. 60, 62 and 64.)
55	56	57	58	59	60	61	62	63	64	65	66
1. Collisions between passenger trains or parts of passenger trains.	..	..	..	..	..	..	..	..	..	..	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	..	..	..	..	..	..	..	..	..	..	..
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	..	..	..	..	..	..	..	..	..	..	..
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
6. Collisions between light engines	..	..	..	..	..	..	..	..	..	..	..
7. Derailments of passenger trains—											
(a) due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(b) other causes	4	1	5	..	..	..	3	..	..	..	3
8. Other derailments—											
(a) due to trains running in the wrong direction through points.	..	2	2	..	..	..	..	..	..	..	..
(b) other causes	4	5	9	..	..	1	6	..	..	1	6
9. Failure of engines and rolling-stock—											
(a) failures of engines due to faulty design, material or workmanship in the Mechanical Department—											
(1) boilers and tubes	..	..	..	..	..	..	..	..	..	..	..
(2) machinery, springs, etc.	..	..	..	..	..	..	..	..	..	..	..
(b) failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—											
(1) boilers and tubes	..	2	2	..	..	..	..	..	..	..	..
(2) other causes	..	17	17	..	..	..	..	..	..	..	..
(c) The failure of tyres	..	..	..	..	..	..	..	..	..	..	..
(d) Ditto wheels	..	..	..	..	..	..	..	..	..	..	..
(e) Ditto axles	..	..	..	..	..	..	..	..	..	..	..
(f) Ditto brake apparatus	..	..	..	..	..	..	..	..	..	..	..
(g) Ditto couplings and draft gear	1	37	38	..	..	..	..	..	..	..	..
(h) Other Rolling Stock failures	..	..	..	..	..	..	..	..	..	..	..
10. Failure of permanent-way—											
(a) Broken rails	..	6	6	..	..	..	..	..	..	..	..
(b) The failure of tunnels, bridges, viaducts, culverts, etc.	..	1	1	..	..	..	..	..	..	..	..
(c) The flooding of portions of permanent-way	..	1	1	..	..	..	..	..	..	..	..
(d) Slips in cuttings or embankments	..	2	2	..	..	..	..	..	..	..	..
11. Fires—											
(a) Fire in trains	..	1	1	..	..	..	..	..	..	..	..
(b) Fire at stations, or involving injury to bridges or viaducts.	..	13	13	..	..	..	..	..	..	..	..
12. Other accidents—											
(a) Passenger trains running in the wrong direction through points but not derailed.	..	1	1	..	..	..	..	..	..	..	..
(b) Trains running over cattle on the line	..	280	280	..	..	..	..	..	..	..	..
(c) Trains running over obstructions on the line (other than those at level-crossings).	..	5	5	..	..	..	..	..	..	..	..
(d) Trains running over obstructions or vehicles at level crossings.	..	4	4	..	..	..	..	..	..	..	..
(e) Train-wrecking	..	..	..	..	..	..	..	..	..	..	..
(f) Attempted train-wrecking	..	4	4	..	..	..	..	..	..	..	..
(g) Miscellaneous	..	..	..	..	..	..	..	..	..	..	..
Total	9	382	391	..	..	1	9	..	..	1	9

DIX D (*iii*).

stock, permanent-way, etc., during the year 1937-38 on all railways open for traffic, distinguishing between the servants and other persons, killed or injured in each class of accident.

RAILWAYS.

BENGAL AND NORTH-WESTERN.

Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 67 and 68).	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*		Serial No. of class of accidents (see column No. 55).
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 70, 72 and 74).	Injured. (Cols. 71, 73 and 75).	
67	68	69	70	71	72	73	74	75	76	77	78
..	1	1	..	..	..	..	..	..	..	..	1
..	3	3	..	..	..	..	..	..	..	..	2
..	1	1	..	..	..	..	..	..	..	..	3
..	2	2	..	..	..	..	..	..	..	..	4
..	..	..	..	..	..	..	..	..	..	..	5
..	..	..	..	..	..	..	..		..	..	6
..	1	1	..	..	..	..	..	..	..	..	7 (*a*)
..	2	2	..	..	..	..	..	..	..	..	7 (*b*)
..	5	5	..	..	..	..	..	..	..	..	8 (*a*)
..	70	70	..	..	..	..	..	..	..	..	8 (*b*)
..	..	..	..	..	..	..	..	..	..	..	9 (*a*) 1
..	3	3	..	..	..	..	..	..	..	..	9 (*a*) 2
..	..	..	..	..	..	..	..	..	..	..	9 (*b*) 1
..	33	33	..	..	..	..	..	..	..	..	9 (*b*) 2
..	..	..	..	..	..	..	..	..	..	..	9 (*c*)
..	..	..	..	..	..	..	..	..	..	..	9 (*d*)
..	..	..	..	..	..	..	..	..	..	..	9 (*e*)
..	..	..	..	..	..	..	..	..	..	..	9 (*f*)
..	1	1	..	..	..	..	..	..	..	..	9 (*g*)
..	..	..	..	..	..	..	..	..	..	..	9 (*h*)
..	2	2	..	..	..	..	..	..	..	..	10 (*a*)
..	1	1	..	..	..	..	..	..	..	..	10 (*b*)
..	25	25	..	..	..	..	..	..	..	..	10 (*c*)
..	..	..	..	..	..	..	..	..	..	..	10 (*d*)
..	..	..	..	..	..	..	..	..	..	..	11 (*a*)
..	3	3	..	..	..	..	..	..	..	..	11 (*b*)
..	..	..	..	..	..	..	..	..	..	..	12 (*a*)
..	..	..	..	..	..	..	..	..	..	..	12 (*b*)
..	4	4	..	..	..	..	..	..	..	..	12 (*c*)
..	5	5	..	..	..	..	..	..	..	..	12 (*d*)
..	..	..	..	..	..	..	..	..	..	..	12 (*e*)
..	..	..	..	..	..	..	..	..	..	..	12 (*f*)
..	2	2	..	..	..	..	..	..	..	..	12 (*g*)
..	164	164	..	..	..	..	..	..	..	..	Total.

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling-stock, different classes of accidents and the number of passengers,

CLASS I

BENGAL-NAGPUR.

Class of accident.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total (Cols. 80 and 81.)	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*	
				Killed.	Injured.	Killed.	Injured.	Killed	Injured.	Killed. (Cols. 83, 85 and 87.)	Injured. (Cols. 84, 86 and 88.)
79	80	81	82	83	84	85	86	87	88	89	90
1. Collisions between passenger trains or parts of passenger trains.	..	..	..	..	..	..	..	..	..	..	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	..	1	1	..	..	..	..	..	..	..	..
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	..	30	30	..	..	..	2	..	..	..	2
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	3	3	..	..	..	1	..	..	..	1
6. Collisions between light engines . . .	..	2	2	..	..	..	..	..	..	..	..
7. Derailments of passenger trains—											
(*a*) due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(*b*) other causes	..	1	1	..	..	..	..	..	..	..	..
8. Other derailments—											
(*a*) due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(*b*) other causes	..	82	82	..	..	..	..	..	..	..	..
9. Failure of engines and rolling-stock—											
(*a*) failures of engines due to faulty design, material or workmanship in the Mechanical Department—											
(1) boilers and tubes	..	..	..	..	..	..	..	..	..	..	..
(2) machinery, springs, etc. . . .	..	14	14	..	..	..	..	..	..	..	..
(*b*) failure of engines due to faulty material, workmanship or operation arising from the working of the running staff—											
(1) boilers and tubes	..	13	13	..	..	..	..	..	..	..	..
(2) other causes	..	167	167	..	..	..	..	..	..	..	..
(*c*) The failure of tyres	..	..	..	..	..	..	..	..	..	..	..
(*d*) Ditto wheels	..	..	..	..	..	..	..	..	..	..	..
(*e*) Ditto axles	..	..	..	..	..	..	..	..	..	..	..
(*f*) Ditto brake apparatus . . .	..	..	..	..	..	..	..	..	..	..	..
(*g*) Ditto couplings and draft gear .	..	229	229	..	..	..	..	..	..	..	..
(*h*) Other Rolling Stock failures . . .	..	..	..	..	..	..	..	..	..	..	..
10. Failure of permanent-way—											
(*a*) Broken rails	..	31	31	..	..	..	..	..	..	..	..
(*b*) The failure of tunnels, bridges, viaducts, culverts, etc.	1	1	2	..	..	..	..	..	..	..	..
(*c*) The flooding of portions of permanent-way .	1	1	2	..	..	..	..	..	..	..	..
(*d*) Slips in cuttings or embankments . .	..	..	..	..	..	..	..	..	..	..	..
11. Fires—											
(*a*) Fire in trains	..	34	34	..	..	..	..	..	..	..	..
(*b*) Fire at stations, or involving injury to bridges or viaducts.	..	..	..	..	..	..	..	..	..	..	..
12. Other accidents—											
(*a*) Passenger trains running in the wrong direction through points but not derailed.	..	..	..	..	..	..	..	..	..	..	..
(*b*) Trains running over cattle on the line. .	..	89	89	..	..	..	..	..	..	..	..
(*c*) Trains running over obstructions on the line (other than those at level crossings).	..	6	6	..	..	..	..	..	..	..	..
(*d*) Trains running over obstructions or vehicles at level crossings.	..	..	..	..	..	..	..	..	..	..	..
(*e*) Train-wrecking	..	..	..	..	..	..	..	..	..	..	..
(*f*) Attempted train wrecking . . .	..	12	12	..	..	..	..	..	..	..	..
(*g*) Miscellaneous	1	36	37	..	..	..	2	4	10	4	12
Total .	3	752	755	..	..	..	5	4	10	4	15

DIX D (*iii*)—*contd.*

permanent-way, etc., during the year 1937-38 on all railways, open for traffic, distinguishing between the railway servants and other persons, killed or injured in each class of accident.

RAILWAYS—*contd.*

BOMBAY, BARODA AND CENTRAL INDIA.

Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 91 and 92.)	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*		Serial No. of Class of Accidents. (See column No. 79.)
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 94, 96 and 98.)	Injured. (Cols. 95, 97 and 99.)	
91	92	93	94	95	96	97	98	99	100	101	102
..	6	6	..	..	1	..	..	..	1	..	1
..	3	3	..	..	..	..	..	..	..	..	2
..	..	..	..	..	..	..	..	..	..	..	3
..	4	4	..	..	..	..	..	..	..	..	4
..	..	..	..	..	..	..	..	..	..	..	5
..	..	..	..	..	..	..	..	..	..	..	6
..	60	60	..	..	1	..	..	..	1	..	7 (*a*)
..	3	3	..	..	..	..	..	..	..	..	7 (*b*)
..	45	45	..	..	..	..	..	..	..	..	8 (*a*)
..	649	649	..	..	..	..	..	..	..	..	8 (*b*)
..	2	2	..	..	..	..	..	..	..	..	9 (*a*) 1
..	5	5	..	..	..	..	..	..	..	..	9 (*a*) 2
..	37	37	..	..	..	..	..	..	..	..	9 (*b*) 1
..	111	111	..	..	..	..	..	..	..	..	9 (*b*) 2
..	..	..	..	..	..	..	..	..	..	..	9 (*c*)
..	..	..	..	..	..	..	..	..	..	..	9 (*d*)
..	..	..	..	..	..	..	..	..	..	..	9 (*e*)
..	1	1	..	..	..	..	..	..	..	..	9 (*f*)
..	133	133	..	..	..	..	..	..	..	..	9 (*g*)
..	38	38	..	..	..	..	..	..	..	..	9 (*h*)
..	48	48	..	..	..	..	..	..	..	..	10 (*a*)
..	..	..	..	..	..	..	..	..	..	..	10 (*b*)
..	4	4	..	..	..	..	..	..	..	..	10 (*c*)
..	2	2	..	..	..	..	..	..	..	..	10 (*d*)
1	2	3	..	..	2	11	..	..	2	11	11 (*a*)
..	..	..	..	..	..	..	..	..	..	..	11 (*b*)
..	3	3	..	..	..	..	..	..	..	..	12 (*a*)
..	858	858	..	..	..	..	..	..	..	..	12 (*b*)
..	..	..	..	..	..	..	..	..	..	..	12 (*c*)
1	10	11	1	1	..	..	..	..	1	1	12 (*d*)
..	..	..	..	..	..	..	..	..	..	..	12 (*e*)
1	..	1	..	..	..	..	..	..	..	..	12 (*f*)
..	13	13	..	..	..	..	..	..	..	..	12 (*g*)
3	2,037	2,040	1	1	4	11	..	..	5	12	Total.

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling different classes of accidents and the number of passengers, railway

CLASS I

EASTERN BENGAL.

Class of accident.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 104 and 105.)	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 107, 109 and 111.)	Injured. (Cols. 108, 110 and 112.)
103	104	105	106	107	108	109	110	111	112	113	114
1. Collisions between passenger trains or parts of passenger trains.	1	..	1	..	1	..	3	..	..	..	4
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	..	..	..	..	..	..	..	..	..	..	..
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains engines and vehicles standing foul of the line.	..	4	4	..	..	..	..	..	..	..	..
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
6. Collisions between light engines	..	..	..	..	..	..	..	..	..	..	..
7. Derailments of passenger trains—											
(*a*) due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(*b*) other causes	15	..	15	..	..	..	..	..	..	..	..
8. Other derailments—											
(*a*) due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(*b*) other causes	..	37	37	..	..	..	..	..	..	..	..
9. Failure of engines and rolling-stock—											
(*a*) failures of engines due to faulty design, material or workmanship in the mechanical Department—											
(1) boilers and tubes	..	15	15	..	..	..	..	..	..	..	..
(2) machinery, springs, etc. . . .	..	17	17	..	..	..	..	..	..	..	..
(*b*) failure of engines due to faulty material, workmanship or operation arising from the working of the running staff—											
(1) boilers and tubes	..	2	2	..	..	..	..	..	..	..	..
(2) other causes	..	22	22	..	..	..	..	..	..	..	..
(*c*) The failure of tyres	..	1	1	..	..	..	..	..	..	..	..
(*d*) Ditto wheels	..	..	..	..	..	..	..	..	..	..	..
(*e*) Ditto axles	..	..	..	..	..	..	..	..	..	..	..
(*f*) Ditto brake apparatus . . .	..	..	..	..	..	..	..	..	..	..	..
(*g*) Ditto couplings and draft gear .	..	96	96	..	..	..	..	..	..	..	..
(*h*) Other Rolling Stock failures . . .	..	4	4	..	..	..	..	..	..	..	..
10. Failure of permanent-way—											
(*a*) Broken rails	..	12	12	..	..	..	..	..	..	..	..
(*b*) The failure of tunnels, bridges, viaducts, culverts, etc.	2	1	3	..	..	..	..	..	..	..	..
(*c*) The flooding of portions of permanent-way .	..	..	..	..	..	..	..	..	..	..	..
(*d*) Slips in cuttings or embankments . .	..	..	..	..	..	..	..	..	..	..	..
11. Fires—											
(*a*) Fire in trains	2	..	2	..	..	..	..	..	..	..	..
(*b*) Fire at stations, or involving injury to bridges or viaducts.	2	4	6	..	..	..	..	1	..	1	..
12. Other accidents—											
(*a*) Passenger trains running in the wrong direction through points but not derailed.	..	..	..	..	..	..	..	..	..	..	..
(*b*) Trains running over cattle on the line . .	..	195	195	..	..	..	..	..	..	..	..
(*c*) Trains running over obstructions on the line (other than those at level-crossings).	6	..	6	..	..	..	..	1	..	1	..
(*d*) Trains running over obstructions or vehicles at level crossings.	12	..	12	..	1	..	..	..	2	..	3
(*e*) Train-wrecking	..	..	..	..	..	..	..	..	..	..	..
(*f*) Attempted train wrecking	5	..	5	..	..	..	..	..	..	..	..
(*g*) Miscellaneous	..	7	7	..	..	..	..	..	..	..	..
Total .	45	417	462	..	2	..	3	2	2	2	7

DIX D (*iii*)—*contd.*

stock, permanent-way, etc., during the year 1937-38 on all railways open for traffic, distinguishing between the servants and other persons, killed or injured in each class of accident.

RAILWAYS—*contd.*

EAST INDIAN.

Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 115 and 116.)	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*		Serial No. of Class of Accidents. (See column No. 103.)
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 118, 120 and 122.)	Injured. (Cols. 119, 121 and 123.)	
115	116	117	118	119	120	121	122	123	124	125	126
..	..	..	..	..	..	..	..	..	..	..	1
3	3	6	3	17	4	11	..	..	7	28	2
..	..	..	..	..	..	..	..	..	..	..	3
..	12	12	..	..	..	12	..	..	..	12	4
..	2	2	..	..	..	..	..	..	..	..	5
1	5	6	..	..	..	..	1	..	1	..	6
..	4	4	..	1	..	1	..	1	..	3	7 (*a*)
1	6	7	101	115	4	3	1	..	106	118	7 (*b*)
..	13	13	..	..	..	1	..	..	..	1	8 (*a*)
1	637	638	..	3	..	4	..	..	..	7	8 (*b*)
..	11	11	..	..	..	..	..	..	..	..	9 (*a*) 1
..	89	89	..	..	..	..	..	..	..	..	9 (*a*) 2
..	15	15	..	..	..	..	..	..	..	..	9 (*b*) 1
..	279	279	..	..	..	..	..	..	..	..	9 (*b*) 2
..	..	..	..	..	..	..	..	..	..	..	9 (*c*)
..	1	1	..	..	..	..	..	..	..	..	9 (*d*)
1	4	5	..	..	..	..	..	..	..	..	9 (*e*)
..	1	1	..	..	..	..	..	..	..	..	9 (*f*)
..	661	661	..	..	..	..	..	..	..	..	9 (*g*)
..	5	5	..	..	..	..	..	..	..	..	9 (*h*)
..	63	63	..	..	..	..	..	..	..	..	10 (*a*)
..	..	..	..	..	..	..	..	..	..	..	10 (*b*)
4	..	4	..	..	..	..	..	..	..	..	10 (*c*)
1	3	4	..	..	..	..	..	..	..	..	10 (*d*)
..	7	7	..	3	..	..	..	..	..	3	11 (*a*)
..	2	2	..	..	..	..	..	..	..	..	11 (*b*)
..	15	15	..	..	..	..	..	..	..	..	12 (*a*)
..	1,030	1,030	..	..	..	..	..	..	..	..	12 (*b*)
..	11	11	..	..	..	..	..	..	..	..	12 (*c*)
4	4	8	..	..	..	..	2	6	2	6	12 (*d*)
..	1	1	..	..	..	4	..	..	..	4	12 (*e*)
5	4	9	..	..	..	..	..	..	..	..	12 (*f*)
..	75	75	..	..	1	9	..	..	1	9	12 (*g*)
21	2,963	2,984	104	139	9	45	4	7	117	191	Tota

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling different classes of accidents and the number of passengers, railway

Class of accident.	CLASS I — Great Indian Peninsula.									
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 128 and 129)	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 131, 133 and 135)	Injured. (Cols. 132, 134 and 136.)
127	128	129	130	131	132	133	134	135	136	137	138
1. Collisions between passenger trains or parts of passenger trains.	..	8	8	..	..	..	1	..	..	..	1
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	1	9	10	..	17	2	4	..	..	2	21
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops due to trains running into stations and sidings at too high a speed.	..	2	2	..	..	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	2	23	25	..	1	..	7	1	..	1	8
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	74	74	..	..	..	1	..	..	..	1
6. Collisions between light engines . . .	..	20	20	..	..	..	5	..	..	..	5
7. Derailments of passenger trains—											
(*a*) due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(*b*) other causes	1	31	32	..	..	..	1	..	..	..	1
8. Other derailments—											
(*a*) due to trains running in the wrong direction through points.	..	6	6	..	..	..	..	..	..	..	..
(*b*) other causes	..	504	504	..	..	..	2	..	..	..	2
9. Failure of engines and rolling-stock—											
(*a*) failures of engines due to faulty design, material or workmanship in the Mechanical Department—											
(1) boilers and tubes	..	..	..	..	..	..	..	..	..	..	..
(2) machinery, springs, etc. . . .	..	43	43	..	..	..	..	..	..	..	..
(*b*) failure of engines due to faulty material, workmanship or operation arising from the working of the running staff—											
(1) boilers and tubes	..	14	14	..	..	..	..	..	..	..	..
(2) other causes	..	*481	*481	..	..	..	..	..	..	..	..
(*c*) The failure of tyres	..	3	3	..	..	..	..	..	..	..	..
(*d*) Ditto wheels	..	..	..	..	..	..	..	..	..	..	..
(*e*) Ditto axles	1	6	7	..	..	..	..	..	..	..	..
(*f*) Ditto brake apparatus . . .	..	3	3	..	..	..	..	..	..	..	..
(*g*) Ditto couplings and draft gear .	..	441	441	..	1	..	..	..	..	..	1
(*h*) Other Rolling Stock failures . . .	..	40	40	..	..	..	..	..	..	..	..
10. Failure of permanent-way—											
(*a*) Broken rails	..	49	49	..	..	..	..	..	..	..	..
(*b*) the failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	..	..	..	..	..
(*c*) The flooding of portions of permanent-way .	..	..	..	..	..	..	..	..	..	..	..
(*d*) Slips in cuttings or embankments . .	..	5	5	..	..	..	..	..	..	..	..
11. Fires—											
(*a*) Fire in trains	1	106	107	..	4	..	..	..	..	..	4
(*b*) Fire at stations, or involving injury to bridges or viaducts.	..	3	3	..	..	..	..	..	..	..	..
12. Other accidents—											
(*a*) Passenger trains running in the wrong direction through points but not derailed.	..	..	..	..	..	..	..	..	..	..	..
(*b*) Trains running over cattle on the line . .	..	1,410	1,410	..	..	..	..	..	..	..	..
(*c*) Trains running over obstructions on the line (other than those at level-crossings).	..	7	7	..	..	..	..	..	..	..	..
(*d*) Trains running over obstructions or vehicles at level crossings.	1	11	12	..	..	..	..	1	6	1	6
(*e*) Train-wrecking	..	7	7	..	..	..	..	..	..	..	..
(*f*) Attempted train wrecking	..	1	1	..	..	..	..	..	..	..	..
(*g*) Miscellaneous	..	48	48	..	..	..	..	..	..	..	..
Total .	7	3,355	3,362	..	23	2	21	2	6	4	50

* Includes 298 Electrical multiple units failures on Suburban Service.

DIX D (*iii*)—*contd.*

stock, permanent-way, etc., during the year 1937-38 on all railways open for traffic, distinguishing between the servants and other persons, killed or injured in each class of accident.

RAILWAYS—*contd.*

JODHPUR.

Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 139 and 140.)	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*		Serial No. of Class of Accidents. (See column No. 127.)
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 142, 144 and 146.)	Injured. (Cols. 143, 145, and 147.)	
139	140	141	142	143	144	145	146	147	148	149	150
..	..	..	..	..	..	..	..	..	..	..	1
..	..	..	..	..	..	..	..	..	..	..	2
..	..	..	..	..	..	..	..	..	..	..	3
..	1	1	..	..	..	..	..	..	..	..	4
..	..	..	..	..	..	..	..	..	..	..	5
..	..	..	..	..	..	..	..	..	..	..	6
..	..	..	..	..	..	..	..	..	..	..	7 (*a*)
2	..	2	..	..	..	..	..	..	..	..	7 (*b*)
..	..	..	..	..	..	..	..	..	..	..	8 (*a*)
..	3	3	..	..	..	..	..	..	..	..	8 (*b*)
..	..	..	..	..	..	..	..	..	..	..	9 (*a*) 1
..	..	..	..	..	..	..	..	..	..	..	9 (*a*) 2
..	3	3	..	..	..	..	..	..	..	..	9 (*b*) 1
..	18	18	..	..	..	..	..	..	..	..	9 (*b*) 2
..	..	..	..	..	..	..	..	..	..	..	9 (*c*)
..	..	..	..	..	..	..	..	..	..	..	9 (*d*)
..	..	..	..	..	..	..	..	..	..	..	9 (*e*)
..	..	..	..	..	..	..	..	..	..	..	9 (*f*)
..	15	15	..	..	..	..	..	..	..	..	9 (*g*)
..	..	..	..	..	..	..	..	..	..	..	9 (*h*)
..	..	..	..	..	..	..	..	..	..	..	10 (*a*)
..	..	..	..	..	..	..	..	..	..	..	10 (*b*)
2	..	2	..	..	..	..	..	..	..	..	10 (*c*)
..	..	..	..	..	..	..	..	..	..	..	10 (*d*)
..	..	..	..	..	..	..	..	..	..	..	11 (*a*)
..	..	..	..	..	..	..	..	..	..	..	11 (*b*)
..	3	3	..	..	..	..	..	..	..	..	12 (*a*)
..	73	73	..	..	..	..	..	..	..	..	12 (*b*)
..	8	8	..	..	..	..	..	..	..	..	12 (*c*)
..	..	..	..	..	..	..	..	..	..	..	12 (*d*)
..	..	..	..	..	..	..	..	..	..	..	12 (*e*)
..	..	..	..	..	..	..	..	..	..	..	12 (*f*)
..	..	..	..	..	..	..	..	..	..	..	12 (*g*)
4	124	128	..	..	..	..	..	..	..	..	Total.

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling different classes of accidents and the number of passengers, railway

Class of accident.	CLASS I — Madras and Southern Mahratta.										
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 152 & 153.)	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 155, 157 & 159.)	Injured. (Cols. 156, 158 & 160.)
151	152	153	154	155	156	157	158	159	160	161	162
1. Collisions between passenger trains or parts of passenger trains.	..	..	..	..	..	..	..	..	..	..	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	..	..	..	..	..	..	..	..	..	..	..
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	2	13	15	..	..	..	1	..	2	..	3
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
6. Collisions between light engines	..	1	1	..	..	..	..	..	..	..	..
7. Derailments of passenger trains—											
(*a*) due to trains running in the wrong direction through points.	1	..	1	..	..	..	..	..	..	..	..
(*b*) other causes	3	..	3	..	..	..	..	..	..	..	..
8. Other derailments—											
(*a*) due to trains running in the wrong direction through points.	..	6	6	..	..	..	1	..	..	..	1
(*b*) other causes	..	5	5	..	..	..	1	..	..	..	1
9. Failure of engines and rolling-stock—											
(*a*) failures of engines due to faulty design, material or workmanship in the Mechanical Department—											
(1) boilers and tubes	..	..	..	..	..	..	..	..	..	..	..
(2) machinery, springs, etc.	..	58	58	..	..	..	..	..	..	..	..
(*b*) failure of engines due to faulty material, workmanship or operation arising from the working of the running staff—											
(1) boilers and tubes	..	15	15	..	..	..	..	..	..	..	..
(2) other causes	..	61	61	..	..	..	..	..	..	..	..
(*c*) The failure of tyres	..	..	..	..	..	..	..	..	..	..	..
(*d*) Ditto wheels	..	..	..	..	..	..	..	..	..	..	..
(*e*) Ditto axles	..	21	21	..	..	..	..	..	..	..	..
(*f*) Ditto brake apparatus	..	..	..	..	..	..	..	..	..	..	..
(*g*) Ditto couplings and draft gear	5	29	34	..	..	..	..	1	..	1	..
(*h*) Other Rolling Stock failures	..	..	..	..	..	..	..	..	..	..	..
10. Failure of permanent-way—											
(*a*) Broken rails	..	44	44	..	..	..	..	..	..	..	..
(*b*) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	..	..	..	..	..
(*c*) The flooding of portions of permanent-way	2	2	4	..	..	..	..	..	..	..	..
(*d*) Slips in cuttings or embankments	..	..	..	..	..	..	..	..	..	..	..
11. Fires—											
(*a*) Fire in trains	2	15	17	..	..	..	..	..	..	..	..
(*b*) Fire at stations, or involving injury to bridges or viaducts.	..	..	..	..	..	..	..	..	..	..	..
12. Other accidents—											
(*a*) Passenger trains running in the wrong direction through points but not derailed.	..	3	3	..	..	..	..	..	..	..	..
(*b*) Trains running over cattle on the line	..	983	983	..	..	..	..	..	..	..	..
(*c*) Trains running over obstructions on the line (other than those at level-crossings).	..	..	..	..	..	..	..	..	..	..	..
(*d*) Trains running over obstructions or vehicles at level crossings.	17	..	17	..	..	..	..	5	1	5	1
(*e*) Train-wrecking	5	..	5	..	..	..	1	..	..	..	1
(*f*) Attempted train wrecking	31	..	31	..	..	..	..	..	..	..	..
(*g*) Miscellaneous	2	6	8	..	..	..	..	..	..	..	..
Total	70	1,262	1,332	..	..	..	4	6	3	6	7

DIX D (*iii*)—*contd.*

stock, permanent-way, etc., during the year 1937-38 on all railways open for traffic, distinguishing between the servants and other persons, killed or injured in each class of accident.

RAILWAYS—*contd.*

NIZAM'S STATE.

Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 163 & 164).	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*		Serial No. of Class of Accidents. (See column No. 151.)
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 166, 168 & 170.)	Injured. (Cols. 167, 169 & 171.)	
163	164	165	166	167	168	169	170	171	172	173	174
..	..	..	..	..	..	..	..	..	..	..	1
..	..	..	..	..	..	..	..	..	..	..	2
..	..	..	..	..	..	..	..	..	..	..	3
1	..	1	..	..	..	..	..	..	..	..	4
..	..	..	..	..	..	..	..	..	..	..	5
..	..	..	..	..	..	..	..	..	..	..	6
..	..	..	..	..	..	..	..	..	..	..	7 (*a*)
1	..	1	..	..	..	2	..	..	..	2	7 (*b*)
..	..	..	..	..	..	..	..	..	..	..	8 (*a*)
..	6	6	..	..	..	..	..	..	..	..	8 (*b*)
—	2	2	..	..	..	..	..	..	..	..	9 (*a*) 1
—	6	6	..	..	..	..	..	..	..	..	9 (*a*) 2
..	..	..	..	..	..	..	..	..	..	..	9 (*b*) 1
..	17	17	..	..	..	..	..	..	..	..	9 (*b*) 2
..	..	..	..	..	..	..	..	..	..	..	9 (*c*)
..	..	..	..	..	..	..	..	..	..	..	9 (*d*)
..	..	..	..	..	..	..	..	..	..	..	9 (*e*)
..	2	2	..	..	..	..	..	..	..	..	9 (*f*)
..	61	61	..	..	..	..	..	..	..	..	9 (*g*)
..	9	9	..	..	..	..	..	..	..	..	9 (*h*)
..	..	..	..	..	..	..	..	..	..	..	10 (*a*)
..	..	—	..	..	..	..	..	..	..	..	10 (*b*)
..	..	..	..	..	..	..	..	..	..	..	10 (*c*)
..	4	4	—	..	..	..	..	..	..	..	10 (*d*)
..	2	2	..	..	..	..	..	..	..	..	11 (*a*)
..	..	..	..	..	..	..	..	..	..	..	11 (*b*)
—	..	..	..	..	..	..	..	..	..	..	12 (*a*)
—	370	370	..	..	..	..	..	..	..	..	12 (*b*)
4	..	4	..	..	..	..	..	..	..	..	12 (*c*)
1	..	1	..	..	..	..	1	4	1	4	12 (*d*)
..	..	..	..	..	..	..	..	..	..	..	12 (*e*)
1	..	1	..	..	..	..	..	..	..	..	12 (*f*)
..	3	3	..	..	..	..	..	..	..	..	12 (*g*)
8	482	490	..	..	—	2	1	4	1	6	Total.

APPEN

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling-
different classes of accidents and the number of passengers, railway

Class of accident.	CLASS I — North Western. Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 176 & 177.)	Passengers.		Railway servants.		Other persons.		Total.	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 179, 181 & 183.)	Injured (Cols. 180, 182 & 184.)
175	176	177	178	179	180	181	182	183	184	185	186
1. Collisions between passenger trains or parts of passenger trains.	..	..	..	..	..	..	..	..	..	..	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	3	1	4	..	..	..	..	..	..	..	..
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
4 Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	..	3	3	..	..	..	3	..	..	..	3
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
6. Collisions between light engines . . .	..	2	2	..	..	..	..	..	..	..	..
7. Derailments of passenger trains—											
(a) due to trains running in the wrong direction through points.	5	..	5	..	..	..	..	..	..	..	..
(b) other causes	30	1	31	..	..	..	..	..	..	..	..
8 Other derailments—											
(a) due to trains running in the wrong direction through points.	..	310	310	..	..	..	..	..	..	..	..
(b) other causes	..	834	834	..	..	..	..	..	..	..	..
9. Failure of engines and rolling-stock—											
(a) failures of engines due to faulty design, material or workmanship in the Mechanical Department—											
(1) boilers and tubes	..	11	11	..	..	..	..	..	..	..	..
(2) machinery, springs, etc. . . .	..	15	15	..	..	..	..	..	..	..	..
(b) failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—											
(1) boilers and tubes	..	117	117	..	..	..	..	..	..	..	..
(2) other causes	..	*60	60	..	..	..	..	..	..	..	..
(c) The failure of tyres	1	2	3	..	..	..	..	..	..	..	..
(d) Ditto wheels	..	..	..	..	..	..	..	..	..	..	..
(e) Ditto axles	1	1	2	..	..	..	..	..	..	..	..
(f) Ditto brake apparatus . . .	..	..	..	..	..	..	..	..	..	..	..
(g) Ditto couplings and draft gear .	..	32	32	..	..	..	..	..	..	..	..
(h) Other Rolling Stock failures . . .	..	4	4	..	..	..	..	..	..	..	..
10. Failure of permanent-way—											
(a) Broken rails	..	47	47	..	..	..	..	..	..	..	..
(b) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	..	..	..	..	..
(c) The flooding of portions of permanent-way .	..	16	16	..	..	..	..	..	..	..	..
(d) Slips in cuttings or embankments . .	..	2	2	..	..	..	..	..	..	..	..
11. Fires—											
(a) Fire in trains	3	6	9	..	..	..	..	..	..	..	..
(b) Fire at stations, or involving injury to bridges or viaducts.	..	4	4	..	..	..	..	..	..	..	..
12. Other accidents—											
(a) Passenger trains running in the wrong direction through points but not derailed.	..	1	1	..	..	..	..	..	..	..	..
(b) Trains running over cattle on the line . .	..	773	773	..	..	..	..	..	..	..	..
(c) Trains running over obstructions on the line (other than those at level-crossings).	3	15	18	..	..	..	..	..	..	..	..
(d) Trains running over obstructions or vehicles at level crossings.	25	1	26	..	..	..	..	19	24	19	24
(e) Train-wrecking	1	..	1	..	..	..	..	..	..	..	..
(f) Attempted train wrecking	3	2	5	..	..	..	..	1	..	1	..
(g) Miscellaneous	..	53	53	..	..	..	..	..	..	..	..
Total .	75	2,313	2,388	..	..	..	3	20	24	20	27

*Includes three failures of rail motors and two of steam coaches.

DIX D (*iii*)—*contd.*

Stock, permanent-way, etc., during the year 1937-38 on all railways open for traffic, distinguishing between the servants and other persons, killed or injured in each class of accident.

RAILWAYS—*contd.*

ROHILKHUND AND KUMAON.

Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 187 and 188.)	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*		Serial No. of class of accidents. (See column No. 175.)
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 190, 192 & 194.)	Injured. (Cols. 191, 193 and 195.)	
187	188	189	190	191	192	193	194	195	196	197	198
..	..	..	..	..	..	..	..	..	..	..	1
..	..	..	..	..	..	..	..	..	..	..	2
..	..	..	..	..	..	..	..	..	..	..	3
..	2	2	..	..	..	..	..	..	..	..	4
..	..	..	..	..	..	..	..	..	..	..	5
..	..	..	..	..	..	..	..	..	..	..	6
..	..	..	..	..	..	..	..	..	..	..	7 (*a*)
1	2	3	..	..	..	..	..	..	..	..	7 (*b*)
..	1	1	..	..	..	..	..	..	..	..	8 (*a*)
..	11	11	..	..	..	..	..	..	..	..	8 (*b*)
..	5	5	..	..	..	..	..	..	..	..	9 (*a*) 1
..	13	13	..	..	..	..	..	..	..	..	9 (*a*) 2
..	..	..	..	..	..	..	..	..	..	..	9 (*b*) 1
..	10	10	..	..	..	..	..	..	..	..	9 (*b*) 2
..	..	..	..	..	..	..	..	..	..	..	9 (*c*)
..	..	..	..	..	..	..	..	..	..	..	9 (*d*)
..	..	..	..	..	..	..	..	..	..	..	9 (*e*)
..	..	..	..	..	..	..	..	..	..	..	9 (*f*)
..	16	16	..	..	..	..	..	..	..	..	9 (*g*)
..	1	1	..	..	..	..	..	..	..	..	9 (*h*)
..	..	..	..	..	..	..	..	..	..	..	10 (*a*)
..	..	..	..	..	..	..	..	..	..	..	10 (*b*)
..	..	..	..	..	..	..	..	..	..	..	10 (*c*)
..	..	..	..	..	..	..	..	..	..	..	10 (*d*)
..	..	..	..	..	..	..	..	..	..	..	11 (*a*)
..	..	..	..	..	..	..	..	..	..	..	11 (*b*)
1	..	1	..	..	..	..	..	..	..	..	12 (*a*)
..	29	29	..	..	..	..	..	..	..	..	12 (*b*)
..	1	1	..	..	..	..	..	..	..	..	12 (*c*)
1	3	4	..	..	..	..	..	1	..	1	12 (*d*)
..	..	..	..	..	..	..	..	..	..	..	12 (*e*)
..	..	..	..	..	..	..	..	..	..	..	12 (*f*)
..	7	7	..	..	..	..	..	..	..	..	12 (*g*)
3	101	104	..	..	..	..	..	1	..	1	Total.

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling-

different classes of accidents and the number of passengers, railway

CLASS I RAILWAYS—*contd.*

SOUTH INDIAN.

Class of accident.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. Cols. 200 & 201.)	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*	
				Killed	Injured.	Killed	Injured	Killed.	Injured.	Killed. (Cols. 203, 205 & 207.)	Injured. (Cols. 204, 206 & 208.)
199	200	201	202	203	204	205	206	207	208	209	210
1. Collisions between passenger trains or parts of passenger trains.	..	..	..	..	..	..	..	..	..	..	..
2. Collision between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	..	..	..	..	..	..	..	..	..	..	..
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	..	..	..	..	..	..	..	..	..	..	..
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
6. Collisions between light engines	..	..	..	..	..	..	..	..	..	..	..
7. Derailments of passenger trains—											
(*a*) Due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(*b*) Other causes	5	..	5	..	..	..	..	..	..	..	..
8. Other derailments—											
(*a*) Due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(*b*) Other causes	..	3	3	..	..	..	..	..	..	..	..
9. Failure of engines and rolling-stock—											
(*a*) Failures of engines due to faulty design, material or workmanship in the Mechanical Department—											
(1) boilers and tubes	..	21	21	..	..	..	..	..	..	..	..
(2) machinery, springs, etc.	..	69	69	..	..	..	..	..	..	..	..
(*b*) Failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—											
(1) boilers and tubes	..	3	3	..	..	..	..	..	..	..	..
(2) other causes	..	49	49	..	..	..	..	..	..	..	..
(*c*) The failure of tyres	..	1	1	..	..	..	..	..	..	..	..
(*d*) Ditto wheels	..	..	..	..	..	..	..	..	..	..	..
(*e*) Ditto axles	3	1	4	..	..	..	..	..	..	..	..
(*f*) Ditto brake apparatus	..	14	14	..	..	..	..	..	..	..	..
(*g*) Ditto couplings and draft gear	42	147	189	..	..	..	..	..	..	..	..
(*h*) Other rolling stock failures	..	159	159	..	..	..	..	..	..	..	..
10 Failure or permanent-way—											
(*a*) Broken rails	5	..	5	..	..	..	..	..	..	..	..
(*b*) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	..	..	..	..	..
(*c*) The flooding of portions of permanent-way	13	..	13	..	..	..	..	..	..	..	..
(*d*) Slips in cuttings or embankments	2	..	2	..	..	..	..	..	..	..	..
11. Fires—											
(*a*) Fire in trains	1	..	1	..	..	..	..	..	..	..	..
(*b*) Fire at stations, or involving injury to bridges or viaducts.	..	..	..	..	..	..	..	..	..	..	..
12. Other accidents—											
(*a*) Passenger trains running in the wrong direction through points but not derailed.	14	..	14	..	..	..	..	..	..	..	..
(*b*) Trains running over cattle on the line	..	2,509	2,509	..	..	..	..	..	..	..	..
(c) Trains running over obstructions on the line (other than those at level-crossings).	9	..	9	..	..	..	..	..	..	..	..
(*d*) Train running over obstructions or vehilces at level crossings.	7	..	7	..	..	..	..	..	4	..	4
(*e*) Train-wrecking	..	..	..	..	..	..	..	..	..	..	..
(*f* Attempted train-wrecking	2	..	2	..	..	..	..	..	..	..	..
(*g*) Miscellaneous	..	..	..	..	..	..	..	..	..	..	..
Total	103	2,976	3,079	..	..	..	..	..	4	..	4

DIX D (*iii*)—*contd.*

stock, permanent-way, etc., during the year 1937-38 on all railways open for traffic, distinguishing between the srvants and other persons killed or injured in each class of accident.

TOTAL CLASS I RAILWAYS—*concld.*

Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 211 and 212.)	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*		Serial No. of class of accidents. (See column No. 199.)
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 214, 216 and 218.)	Injured. (Cols. 215, 217 and 219.)	
211	212	213	214	215	216	217	218	219	220	221	222
1	15	16	..	1	1	4	..	..	1	5	1
7	20	27	3	34	6	15	..	..	9	49	2
..	3	3	..	..	..	..	..	..	..	..	3
5	94	99	..	1	..	25	1	2	1	28	4
..	79	79	..	..	..	2	..	..	..	2	5
1	30	31	..	..	..	5	1	..	1	5	6
6	65	71	..	1	1	1	..	1	1	3	7 (*a*)
63	47	110	101	115	4	9	1	..	106	124	7 (*b*)
..	388	388	..	..	..	2	..	..	..	2	8 (*a*)
5	2,846	2,851	..	3	1	13	..	..	1	16	8 (*b*)
..	67	67	..	..	..	..	..	..	..	..	9 (*x*) 1
..	332	332	..	..	..	..	..	..	..	..	9 (*x*) 2
..	221	221	..	..	..	..	..	..	..	..	9 (*b*) 1
..	1,325	1,325	..	..	..	..	..	..	..	..	9 (*b*) 2
1	7	8	..	..	..	..	..	..	..	..	9 (*c*)
..	1	1	..	..	..	..	..	..	..	..	9 (*d*)
6	33	39	..	..	..	..	..	..	..	..	9 (*e*)
..	21	21	..	..	..	..	..	..	..	..	9 (*f*)
48	1,898	1,946	..	1	..	..	1	..	1	1	9 (*g*)
..	260	260	..	..	..	..	..	..	..	..	9 (*h*)
5	302	307	..	..	..	..	..	..	..	..	10 (*a*)
3	4	7	..	..	..	..	..	..	..	..	10 (*b*)
22	49	71	..	..	..	..	..	..	..	..	10 (*c*)
3	18	21	..	..	..	..	..	..	..	..	10 (*d*)
10	173	183	..	7	2	11	..	..	2	18	11 (*a*)
2	29	31	..	..	..	..	1	..	1	..	11 (*b*)
15	26	41	..	..	..	..	..	..	..	..	12 (*a*)
..	8,599	8,599	..	..	..	..	..	..	..	..	12 (*b*)
22	57	79	..	..	..	..	1	..	1	..	12 (*c*)
69	38	107	1	2	..	..	28	48	29	50	12 (*d*)
6	8	14	..	..	..	5	..	..	..	5	12 (*e*)
48	23	71	..	..	..	..	1	..	1	..	12 (*f*)
3	250	253	..	..	1	11	4	10	5	21	12 (*g*)
351	17,328	17,679	105	165	16	103	39	61	160	329	Total.

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling-

different classes of accidents and the number of passengers,

Class of accident.	CLASS II — Barsi Light.		
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total (Cols. 224 and 225.)
223	224	225	226
1. Collisions between passenger trains or parts of passenger trains	..	..	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	..	..	..
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	..	..	..
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..
6. Collisions between light engines	..	..	..
7. Derailments of passenger trains—			
(a) Due to trains running in the wrong direction through points	..	..	..
(b) Other causes	2	..	2
8. Other derailments—			
(a) Due to trains running in the wrong direction through points	..	2	2
(b) Other causes	..	13	13
9. Failure of engines and rolling stock—			
(a) Failures of engines due to faulty design, material or workmanship in the Mechanical Department—			
(1) boilers and tubes	..	..	..
(2) machinery, springs, etc.	..	..	..
(b) Failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—			
(1) boilers and tubes	..	2	2
(2) other causes	..	7	7
(c) The failure of tyres	..	..	..
(d) Ditto wheels	..	..	..
(e) Ditto axles	..	..	..
(f) Ditto brake apparatus	..	..	..
(g) Ditto couplings and draft gear	..	5	5
(h) Other rolling stock failures	..	..	..
10. Failure of permanent way—			
(a) Broken rails	..	..	..
(b) The failure of tunnels, bridges, viaducts culverts, etc.	..	..	..
(c) The flooding of portions of permanent way	..	..	..
(d) Slips in cuttings or embankments	..	..	..
11. Fires—			
(a) Fire in trains	..	..	..
(b) Fire at stations, or involving injury to bridges or viaducts	...	..	..
12. Other accidents—			
(a) Passenger trains running in the wrong direction through points but not derailed	..	1	1
(b) Trains running over cattle on the line	..	29	29
(c) Trains running over obstructions on the line (other than those at level-crossings)	..	3	3
(d) Trains running over obstructions or vehicles at level-crossings	..	..	..
(e) Train-wrecking	..	..	..
(f) Attempted train-wrecking	..	..	..
(g) Miscellaneous	..	..	..
Total	2	62	64

DIX D (*iii*)—*contd.*

stock, permanent-way, etc., during the year 1937-38 on all railways open for traffic, distinguishing between the railway servants and other persons, killed or injured in each class of accident.

RAILWAYS.									
Bengal Dooars.			Bhavnagar State.			Bikaner State.			
Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 227 and 228.)	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 230 and 231.)	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total (Cols. 233 and 234.)	Serial No. of class of accidents (See column No. 223.)
227	228	229	230	231	232	233	234	235	236
..	..	..	..	..	..	..	..	..	1
..	..	..	..	..	..	..	..	..	2
..	..	..	..	..	..	..	..	..	3
..	..	..	..	..	..	..	..	..	4
..	..	..	..	..	..	..	..	..	5
..	..	..	..	..	..	..	..	..	6
..	..	..	..	..	..	..	..	..	7 (*a*)
..	..	..	..	..	..	6	..	6	7 (*b*)
..	..	..	..	..	..	..	..	..	8 (*a*)
..	..	..	..	..	..	..	..	..	8 (*b*)
..	1	1	..	7	7	1	..	1	9 (*a*) 1
..	..	..	..	2	2	1	..	1	9 (*a*) 2
..	..	..	..	..	..	5	..	5	9 (*b*) 1
..	4	4	..	..	..	5	..	5	9 (*b*) 2
..	1	1	..	..	..	..	..	..	9 (*c*)
..	..	..	..	..	..	..	..	..	9 (*d*)
..	..	..	..	..	..	..	..	..	9 (*e*)
..	..	..	..	..	..	..	..	..	9 (*f*)
..	1	1	..	..	..	1	..	1	9 (*g*)
..	..	..	..	..	..	..	..	..	9 (*h*)
..	..	..	1	..	1	..	..	..	10 (*a*)
..	..	..	..	..	..	..	..	..	10 (*b*)
..	..	..	..	..	..	..	..	..	10 (*c*)
..	..	..	..	..	..	..	..	..	10 (*d*)
..	..	..	..	..	..	1	..	1	11 (*a*)
..	..	..	..	..	..	..	..	..	11 (*b*)
..	..	..	..	..	..	..	..	..	12 (*a*)
..	5	5	..	53	53	..	77	77	12 (*b*)
..	2	2	..	..	..	..	..	..	12 (*c*)
..	2	2	..	..	..	..	..	..	12 (*d*)
..	..	..	..	..	..	..	..	..	12 (*e*)
..	..	..	..	..	..	..	..	..	12 (*f*)
..	..	..	..	1	1	..	2	2	12 (*g*)
	16	16	1	63	64	20	79	99	Total.

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling different classes of accidents and the number of passengers,

CLASS II

Class of accident.	Darjeeling-Himalayan.			Dibru-Sadiya.			Gaekwar's Baroda State.			Gon	
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols 238 and 239.)	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 241 and 242.)	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 244 and 245.)	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.
237	238	239	240	241	242	243	244	245	246	247	248
1. Collisions between passenger trains or parts of passenger trains.	..	..	..	..	..	..	..	..	..	..	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	..	..	..	..	..	..	..	..	..	..	..
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	..	..	..	..	..	..	..	..	..	..	..
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
6. Collisions between light engines	..	..	..	..	..	..	..	..	..	..	1
7. Derailments of passenger trains—											
(a) Due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(b) Other causes	35	..	35	..	..	..	..	1	1	..	..
8. Other derailments—											
(a) Due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(b) Other causes	..	26	26	..	1	1	..	14	14	..	21
9. Failure of engines and rolling-stock—											
(a) Failures of engines due to faulty design, material or workmanship in the Mechanical Department—											
(1) boilers and tubes	..	..	..	..	..	..	..	..	..	..	..
(2) machinery, springs, etc.	..	..	..	..	..	..	..	..	..	..	..
(b) Failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—											
(1) boilers and tubes	..	..	..	..	..	..	..	..	..	..	2
(2) other causes	..	3	3	..	2	2	..	21	21	..	..
(c) The failure of tyres	..	..	..	..	..	..	..	..	..	..	..
(d) Ditto wheels	..	..	..	..	..	..	..	..	..	..	..
(e) Ditto axles	..	1	1	..	..	..	..	..	..	..	..
(f) Ditto brake apparatus	..	..	..	..	..	..	..	..	..	..	..
(g) Ditto couplings and draft gear.	..	..	..	..	1	1	..	..	..	..	..
(h) Other Rolling Stock failures.	..	..	..	..	..	..	..	..	..	..	..
10. Failure of permanent way—											
(a) Broken rails	..	..	..	..	..	..	..	6	6	..	..
(b) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	..	..	..	..	..
(c) The flooding of portions of permanent way.	7	..	7	..	..	..	5	3	8	..	..
(d) Slips in cuttings or embankments	6	15	21	..	..	..	..	..	..	..	..
11. Fires—											
(a) Fire in trains	..	..	..	..	..	..	..	4	4	..	..
(b) Fire at stations, or involving injury to bridges or viaducts.	..	..	..	..	..	..	..	..	..	..	4
12. Other accidents—											
(a) Passenger trains running in the wrong direction through points but not derailed.	..	..	..	..	..	..	..	..	..	..	..
(b) Trains running over cattle on the line.	..	3	3	..	5	5	..	40	40	..	23
(c) Trains running over obstructions on the line (other than those at level crossings).	..	4	4	..	..	..	..	42	42	..	..
(d) Trains running over obstructions or vehicles at level crossings.	..	..	..	..	..	..	..	..	..	..	..
(e) Train-wrecking	..	..	..	..	..	..	..	..	..	..	..
(f) Attempted train wrecking	..	..	..	..	..	..	..	..	..	..	..
(g) Miscellaneous	..	5	5	..	..	..	..	29	29	..	2
Total	48	57	105	..	9	9	5	160	165	..	53

DIX D (*iii*)—*contd.*

stock, permanent-way, etc., during the year 1937-38 on all railways open for traffic, distinguishing between the railway servants and other persons, killed or injured in each class of accident.

RAILWAYS—*contd.*

DAL.	JAIPUR STATE.			JAMNAGAR DWARKA.			JUNAGAD STATE.			MORVI.			
Total. (Cols. 247 and 248.)	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 250 and 251.)	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890	Other accidents.	Total. (Cols. 253 and 254.)	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 256 and 257.)	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total (Cols. 259 and 260.)	Serial No. of class of accidents. (See column No. 237.)
249	250	251	252	253	254	255	256	257	258	259	260	261	262
..	..	..	..	..	..	..	..	..	..	..	..	..	1
..	..	..	..	..	..	..	..	..	..	..	..	..	2
..	..	..	..	..	..	..	..	..	..	..	..	..	3
..	..	1	1	..	..	..	..	..	..	..	..	..	4
..	..	..	..	..	..	..	..	..	..	..	..	..	5
1	..	..	..	..	..	..	..	..	..	..	..	..	6
..	..	..	..	..	..	..	..	..	..	..	..	..	7 (*a*)
..	..	..	..	..	..	..	..	2	2	..	..	..	7 (*b*)
..	..	..	..	..	..	..	..	..	..	..	6	6	8 (*a*)
21	2	4	6	..	2	2	..	..	..	..	2	2	8 (*b*)
..	..	..	..	..	..	..	..	1	1	..	1	1	9 (*a*) (1)
..	..	..	..	..	..	..	..	2	2	..	3	3	9 (*a*) (2)
2	..	..	..	..	..	..	..	1	1	..	..	..	9 (*b*) (1)
..	8	..	8	..	2	2	..	1	1	..	..	..	9 (*b*) (2)
..	..	..	..	..	..	..	..	..	..	..	..	..	9 (*c*)
..	..	..	..	..	..	..	..	..	..	..	..	..	9 (*d*)
..	..	..	..	..	..	..	..	..	..	..	..	..	9 (*e*)
..	..	..	..	..	..	..	..	..	..	..	..	..	9 (*f*)
..	..	..	..	..	..	..	..	..	..	..	1	1	9 (*g*)
..	..	..	..	..	..	..	..	10	10	..	..	..	9 (*h*)
..	..	..	..	..	..	..	..	1	1	..	..	..	10 (*a*)
..	..	..	..	..	..	..	..	1	1	..	..	..	10 (*b*)
..	..	..	..	..	..	..	..	2	2	..	..	..	10 (*c*)
..	..	..	..	..	..	..	..	..	..	..	1	1	10 (*d*)
..	..	..	..	..	..	..	..	..	..	..	..	..	11 (*a*)
4	..	..	..	..	..	..	..	..	..	..	..	..	11
..	..	1	1	..	..	..	..	..	..	..	..	..	12
23	..	43	43	..	18	18	..	33	33	..	15	15	12 (*b*)
..	..	..	..	..	..	..	..	..	..	..	..	..	12 (*c*)
..	..	..	..	..	..	..	..	..	..	..	..	..	12 (*d*)
..	..	..	..	..	..	..	..	..	..	..	..	..	12 (*e*)
..	..	..	..	..	..	..	..	..	..	..	..	..	12 (*f*)
2	..	..	..	..	1	1	..	2	2	..	..	..	12 (*g*)
53	10	49	59	..	23	23	..	56	56	..	29	29	Total.

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling-

different classes of accidents and the number of passengers,

Class of accident.	CLASS II RAILWAYS.						TOTAL CLASS II					
	MYSORE RAILWAYS.			SHAHDARA (DELHI). SAHARANPUR LIGHT.						*Passengers.*		*Railway servants.*
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 264 and 265.)	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 267 and 268.)	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 270 and 271.)	Killed.	Injured.	Killed.
263	264	265	266	267	268	269	270	271	272	273	274	275
1. Collisions between passenger trains or parts of passenger trains.	..	..	..	..	..	..	..	..	..	..	..	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	..	..	..	..	..	..	..	..	..	..	..	..
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	..	..	..	..	..	..	..	..	..	..	..	..
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	1	1	..	..	..
6. Collisions between light engines . .	..	1	1	..	..	..	..	2	2	..	..	..
7. Derailments of passenger trains—												
(*a*) Due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..	..
(*b*) Other causes	..	..	..	..	..	..	43	3	46	..	..	..
8. Other Derailments—												
(*a*) Due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	8	8	..	..	..
(*b*) Other causes	..	1	1	..	..	..	2	84	86	..	..	..
9. Failure of engines and rolling-stock—												
(*a*) failures of engines due to faulty design, material or workmanship in the Mechanical Department—												
(1) boilers and tubes . . .	..	4	4	..	..	..	1	14	15	..	..	..
(2) machinery, springs, etc. . .	..	..	..	..	..	..	1	7	8	..	..	..
(*b*) failures of engines due to faulty material, workmanship or operation arising from the working of the running staff												
(1) boilers and tubes . . .	..	3	3	..	..	..	5	8	13	..	..	..
(2) other causes	..	17	17	..	..	..	13	57	70	..	..	..
(*c*) The failure of tyres	..	..	..	..	..	..	..	1	1	..	..	..
(*d*) Ditto wheels	..	..	..	..	..	..	..	..	..	..	..	..
(*e*) Ditto axles	..	4	4	..	..	..	..	5	5	..	..	..
(*f*) Ditto brake apparatus . .	..	..	..	..	..	..	1	..	1	..	..	..
(*g*) Ditto couplings and draft gear.	2	..	2	..	..	..	2	8	10	..	..	..
(*h*) Other Rolling Stock failures . .	..	..	..	..	2	2	..	12	12	..	..	..
10. Failure of permanent way —												
(*a*) Broken rails	..	..	..	..	..	..	1	7	8	..	..	..
(*b*) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	..	1	1	..	..	..
(*c*) The flooding of portions of permanent-way.	..	2	2	..	..	..	12	7	19	..	..	..
(*d*) Slips in cuttings or embankments	..	1	1	..	..	..	6	17	23	..	..	..
11. Fires—												
(*a*) Fire in trains . . .	..	..	..	..	..	..	1	4	5	..	..	..
(*b*) Fire at stations, or involving injury to bridges or viaducts.	..	..	..	..	..	..	..	4	4	..	..	..
12 Other accidents—												
(*a*) Passenger trains running in the wrong direction through points but not derailed.	..	1	1	..	..	..	..	3	3	..	..	..
(*b*) Trains running over cattle on the line.	..	125	125	..	2	2	..	471	471	..	..	..
(*c*) Trains running over obstructions on the line (other than those at level crossings).	..	1	1	..	..	..	..	52	52	..	..	2
(*d*) Trains running over obstructions or vehicles at level crossings.	1	..	1	..	..	..	1	2	3	..	..	..
(*e*) Train-wrecking . .	..	..	..	..	..	..	..	..	..	..	..	..
(*f*) Attempted train-wrecking . .	..	..	..	..	..	..	..	..	..	..	..	..
(*g*) Miscellaneous	3	..	3	..	..	..	3	42	45	..	..	..
Total	6	160	166	..	4	4	92	820	912	..	..	2

DIX D (*iii*)—*contd.*

stock, permanent-way, etc., during the year 1937-38 on all railways open for traffic, distinguishing between the railway servants and other persons, killed or injured in each class of accident.

Railways.					Total Class III Railways.										
Railway servants.	*Other persons.*		*Total.*		Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 281 and 282.)	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*		Serial No. of class of accident. (See col No. 263.)
Injured.	Killed.	Injured.	Killed. (Cols. 273, 275 and 277.)	Injured. (Cols. 274, 276 and 278.)				Killed.	Injured.	Killed.	Injured.	Killed	Injured.	Killed (Cols 284 286 and 288)	Injured. (Cols. 285, 287 and 289)	
276	277	278	279	280	281	282	283	284	285	286	287	288	289	290	291	292
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1
..	..	..	..	..	1	..	1	..	5	..	..	..	..	..	5	2
..	..	..	..	..	1	..	1	..	..	..	..	..	..	..	..	3
..	..	..	..	..	..	2	2	..	..	..	..	..	..	..	..	4
..	..	..	..	..	..	1	1	..	..	..	..	..	..	..	..	5
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	6
..	..	..	..	..	1	2	3	..	..	..	..	..	..	..	..	7 (*a*)
..	..	..	..	..	19	9	28	..	4	..	3	..	..	..	7	7 (*b*)
..	..	..	..	..	..	10	10	..	..	..	..	..	..	..	..	8 (*a*)
..	..	..	..	..	..	18	18	..	..	..	..	..	..	..	..	8 (*b*)
..	..	..	..	..	..	3	3	..	..	..	..	..	..	..	..	9 (*a*) (1)
..	..	..	..	..	..	4	4	..	..	..	..	..	..	..	..	9 (*a*) (2)
..	..	..	..	..	3	..	3	..	..	..	..	..	..	..	..	9 (*b*) (1)
..	..	..	..	..	4	35	39	..	..	..	..	..	..	..	..	9 (*b*) (2)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	9 (*c*)
..	..	..	..	..	..	2	2	..	..	..	..	..	..	..	..	9 (*d*)
..	..	..	..	..	..	2	2	..	..	..	..	..	..	..	..	9 (*e*)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	9 (*f*)
..	..	..	..	..	3	7	10	..	..	..	..	..	..	..	..	9 (*g*)
..	..	..	..	..	..	2	2	..	..	..	..	..	..	..	..	9 (*h*)
..	..	..	..	..	..	1	1	..	..	..	..	..	..	..	..	10 (*a*)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	10 (*b*)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	10 (*c*)
..	..	..	..	..	..	1	1	..	..	..	..	..	..	..	..	10 (*d*)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	11 (*a*)
..	..	..	..	..	..	1	1	..	..	..	..	..	..	..	..	11 (*b*)
..	..	..	..	..	..	9	9	..	..	..	..	..	..	..	..	12 (*a*)
..	11	18	11	18	1	120	121	..	..	..	..	11	..	11	..	12 (*b*)
1	..	..	2	1	10	16	26	..	..	..	..	..	1	..	1	12 (*c*)
..	..	..	..	..	..	6	6	..	..	..	..	..	..	..	..	12 (*d*)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	12 (*e*)
..	..	..	..	..	4	..	4	..	..	..	..	..	..	..	..	12 (*f*)
..	..	..	..	..	3	18	21	..	..	..	..	..	..	..	..	12 (*g*)
1	11	18	13	19	50	269	319	..	9	..	3	11	1	11	13	Total.

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling

distinguishing between the different classes of accidents and the number of passengers, railway

TOTAL ALL

Class of accident.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.		Other accidents.		Total. (Cols. 294 and 296.)	Total. (Cols. 295 and 297.)	Passengers. Killed.		Passengers. Injured.	
293	*1936-37.* 294	1937-38† 295	*1936-37.* 296	1937-38† 297	*1936-37.* 298	1937-38† 299	*1936-37.* 300	1937-38† 301	*1936-37.* 302	1937-38† 303
1. Collisions between passenger trains or parts of passenger trains.	*9*	1	*5*	15	*14*	16	*1*	..	*19*	1
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	*10*	8	*19*	20	*29*	28	*2*	3	*17*	39
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	*1*	1	*4*	3	*5*	4	*1*	..	*6*	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	*3*	5	*90*	96	*93*	101	*1*	..	..	1
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	*89*	81	*89*	81	..	..	..	..
6. Collisions between light engines	*1*	1	*22*	32	*23*	33	..	..	..	..
7. Derailments of passenger trains—										
(a) Due to trains running in the wrong direction through points.	*11*	7	*43*	67	*54*	74	..	..	*1*	1
(b) Other causes	*165*	125	*63*	59	*228*	184	*7*	101	*20*	119
8. Other derailments—										
(a) Due to trains running in the wrong direction through points.	*2*	..	*705*	406	*707*	406	..	..	..	..
(b) Other causes	*29*	7	*2,626*	2,948	*2,655*	2,955	..	..	..	3
9. Failure of engines and rolling stock—										
(a) failure of engines due to faulty design, material or workmanship in the Mechanical Department—										
(1) boilers and tubes	..	1	*101*	84	*101*	85	..	..	..	..
(2) machinery, springs, etc.	..	1	*338*	343	*338*	344	..	..	..	..
(b) failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—										
(1) boilers and tubes	..	8	*299*	229	*299*	237	..	..	..	..
(2) other causes	..	17	*1,246*	1,417	*1,246*	1,434	..	..	..	..
(c) The failure of tyres	..	1	*7*	8	*7*	9	..	..	..	..
(d) Ditto wheels	..	1	*4*	3	*4*	4	..	..	..	..
(e) Ditto axles	*7*	5	*40*	40	*47*	45	..	..	..	..
(f) Ditto brake apparatus	..	1	*33*	21	*33*	22	..	..	..	..
(g) Ditto couplings and draft gear	*47*	53	*2,113*	1,913	*2,160*	1,966	..	..	..	1
(h) Other Rolling Stock failures	..	..	*162*	274	*164*	274	..	..	*1*	..
10. Failure of Permanent way—										
(a) Broken rails	*7*	6	*302*	310	*309*	316	..	..	..	..
(b) The failure of tunnels, bridges, viaducts, culverts, etc.	..	3	*4*	5	*4*	8	..	..	..	..
(c) The flooding of portions of permanent-way.	*25*	34	*58*	56	*83*	90	..	..	..	..
(d) Slips in cuttings or embankments	*3*	9	*58*	36	*61*	45	..	..	..	..
11. Fires—										
(a) Fire in trains	*9*	11	*161*	177	*170*	188	*1*	..	*4*	7
(b) Fire at stations, or involving injury to bridges or viaducts.	*5*	2	*50*	34	*55*	36	..	..	..	..
12. Other accidents—										
(a) Passenger trains running in the wrong direction through points but not derailed.	*16*	15	*43*	38	*59*	53	..	..	..	..
(b) Trains running over cattle on the line	*7*	1	*9,566*	9,190	*9,573*	9,191	..	..	..	..
(c) Trains running over obstructions on the line (other than those at level crossings).	*53*	32	*130*	125	*183*	157	..	..	*4*	..
(d) Trains running over obstructions or vehicles at level crossings.	*40*	70	*38*	46	*78*	116	..	1	..	2
(e) Train-wrecking	*1*	8	*15*	8	*16*	16	..	..	..	..
(f) Attempted train-wrecking	*35*	50	*49*	23	*84*	73	..	..	..	..
(g) Miscellaneous	*5*	9	*312*	310	*317*	319	..	..	..	..
Total	*493*	493	*18,795*	18,417	*19,288*	18,910	*13*	105	*72*	174

Exclusive of Burma Railway's figures not furnished due to separation.

DIX D (*iii*)—*concld.*

stock, permanent-way, etc., during the years 1936-37 and 1937-38 on all railways open for traffic, servants and other persons, killed or injured in each class of accident.

RAILWAYS.

Railway servants.				*Other persons.*				*Grand Total.*				Serial No. of class of accident. (See column No. 293.)
Killed.		Injured.		Killed.		Injured.		Killed.		Injured.		
								(Cols. 300, 304 and 308.)	(Cols. 301, 305 and 309.)	(Cols. 302, 306 and 310.)	(Cols. 303, 307 and 311.)	
1936-37. 304	1937-38.† 305	*1936-37.* 306	1937-38.† 307	*1936-37.* 308	1937-38.† 309	*1936-37* 310	1937-38.† 311	*1936-37.* 312	1937-38.† 313	*1936-37.* 314	1937-38.† 315	316
..	1	*72*	4	..	..	..	..	*1*	1	*91*	5	1
..	6	*53*	15	*1*	..	..	..	*3*	9	*70*	54	2
..	..	*3*	..	..	..	..	..	*1*	..	*9*	..	3
1	..	*13*	25	..	1	..	2	*2*	1	*13*	28	4
..	..	*1*	2	..	..	..	..	..	...	*1*	2	5
..	..	*6*	5	..	1	*2*	..	..	1	*8*	5	6
..	1	*1*	1	..	..	..	1	..	1	*2*	3	7 (*a*)
..	4	*14*	12	*1*	1	*1*	..	*8*	106	*35*	131	7 (*b*)
1	..	..	2	..	..	..	..	*1*	..	..	2	8 (*a*)
..	1	*13*	13	..	..	..	..	..	1	*13*	16	8 (*b*)
..	..	..	..	..	..	..	..	..	..	..	..	9 (*a*)(1)
..	..	..	..	..	..	..	..	..	..	..	..	9 (*a*)(2)
..	..	..	..	..	..	..	..	..	..	..	..	9 (*b*)(1)
..	..	..	..	..	..	..	..	..	..	..	..	9 (*b*)(2)
..	..	..	..	..	..	..	..	..	..	..	..	9 (*c*)
..	..	..	..	..	..	..	..	..	..	..	..	9 (*d*)
..	..	..	..	..	..	..	..	..	..	..	..	9 (*e*)
..	..	..	..	..	..	..	..	..	..	..	..	9 (*f*)
..	..	*1*	..	..	1	..	..	..	1	*1*	1	9 (*g*)
..	..	..	..	..	..	..	..	..	..	*1*	..	9 (*h*)
..	..	..	..	..	..	..	..	..	..	..	..	10 (*a*)
..	..	..	..	..	..	..	..	..	..	..	..	10 (*b*)
..	..	..	..	..	..	..	..	..	..	..	..	10 (*c*)
..	..	..	..	*1*	..	..	..	*1*	..	..	..	10 (*d*)
..	2	..	11	..	..	..	..	*1*	2	*4*	18	11 (*a*)
..	..	*1*	..	*1*	1	..	..	*1*	1	*1*	..	11 (*b*)
..	..	..	..	..	..	..	..	..	..	..	..	12 (*a*)
..	..	*3*	..	*27*	22	*37*	18	*27*	22	*40*	18	12 (*b*)
5	2	*3*	1	..	1	*2*	1	*5*	3	*9*	2	12 (*c*)
..	..	*2*	..	*25*	28	*28*	48	*25*	29	*30*	50	12 (*d*)
..	..	..	5	..	..	..	..	..	..	..	5	12 (.)
..	..	..	..	..	1	..	..	.	1	..	..	12 (*f*)
..	1	*6*	..	..	4	*11*	10	..	5	*16*	21	12 (*g*)
7	18	*191*	107	*56*	61	*81*	80	*76*	184	*344*	361	Total.

† Exclusive of Burma Railway's figures not furnished due to separation.

Number of persons killed or injured during the year 1937-38 on all railways open for traffic, distinguishing ***movement of vehicles used exclusively***

Class of accident.	CLASS I RAILWAYS.								CLASS II RAILWAYS.							
	Passengers.		Railway servants.		Other persons.		Total.		Passengers.		Railway servants.		Other persons.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 318, 320 and 322.)	Injured. (Cols. 319, 321 and 323.)	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols 326, 328 and 330.)	Injured. (Cols 327, 329, and 331)
317	318	319	320	321	322	323	324	325	326	327	328	329	330	331	332	333
1. Ascending or descending steps at stations.	..	..	..	14	1	..	1	14	..	..	..	..	..	..	..	..
2. Being struck, by barrows falling over packages, etc., on platform.	1	..	..	30	..	..	1	30	..	..	..	..	..	..	..	..
3. Falling off platforms.	..	..	..	20	2	..	2	20	..	..	..	..	..	..	..	..
4. Loading, unloading or sheeting wagons.	..	..	1	1,032	4	21	5	1,053	..	..	..	1	..	..	..	1
5. Moving or carrying goods at stations, etc.	..	..	1	299	2	8	3	307	..	..	..	..	..	..	..	..
6. Working at cranes or capstans.	..	..	2	85	1	1	3	86	..	..	..	..	..	..	..	..
7. Falling off wagon doors, lamps, bales of goods, etc.	..	1	..	264	2	5	2	270	..	..	..	..	..	..	..	..
8. Falling off, or getting on or off, stationary engines or vehicles.	..	1	..	279	..	..	..	280	..	..	..	2	..	..	..	2
9. Falling off platforms, ladders, scaffolds, etc.	..	1	9	168	4	13	13	182	..	..	..	..	..	..	..	..
10. Stumbling whilst walking on the line or platforms.	..	5	2	251	6	8	8	264	..	..	..	..	..	..	..	..
11. Attending to stationary engines in sheds.	..	..	1	2,077	..	..	1	2,077	..	..	..	3	..	..	..	3
12. Being trampled on or kicked by horses.	..	..	..	6	..	..	..	6	..	..	..	..	..	..	..	..
13 Working on the line or in sidings.	..	..	1	1,528	1	..	2	1,528	..	..	..	4	..	..	..	4
14. Miscellaneous . . .	..	6	13	2,701	17	57	30	2,764	..	..	..	4	2	..	2	4
Total	1	14	30	8,754	40	113	71	8,881	..	..	..	14	2	..	2	14

DIX D (*iv*).

between the number of passengers, railway servants and other persons killed or injured by accidents ***in which upon railways was not concerned.***

CLASS III RAILWAYS.								TOTAL ALL RAILWAYS.								Class of accident.
Passengers.		Railway servants.		Other persons.		Total.		Passengers.		Railway servants.		Other persons.		Total.		
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 334, 336 and 338.)	Injured. (Cols. 335, 337 and 339.)	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 342, 344 and 346.)	Injured. (Cols. 343, 345 and 347.)	
334	335	336	337	338	339	340	341	342	343	344	345	346	347	348	349	350
..	..	..	..	..	..	..	..	..	..	..	14	1	..	1	14	1. Ascending or descending steps at stations.
..	..	..	..	..	..	..	..	1	..	..	30	..	..	1	30	2. Being struck by barrows, by falling overpackages, etc., on platform.
..	..	..	1	..	..	..	1	..	..	..	21	2	..	2	21	3. Falling off platforms
..	..	..	1	..	..	..	1	..	..	1	1,034	4	21	5	1,055	4. Loading, unloading or sheeting wagons.
..	..	..	..	..	..	..	..	..	..	1	299	2	8	3	307	5. Moving or carrying goods at stations, etc.
..	..	..	..	..	..	..	..	..	..	2	85	1	1	3	86	6. Working at cranes or capstans.
..	..	..	..	..	1	..	1	..	1	..	264	2	6	2	271	7. Falling off wagon doors, lamps, bales of goods, etc.
..	..	..	..	..	..	..	..	..	1	..	281	..	..	..	282	8. Falling off, or getting on or off, stationary engines or vehicles.
..	..	..	..	..	..	..	..	..	1	9	168	4	13	13	182	9. Falling off platforms, ladders, scaffolds, etc.
..	..	..	2	..	..	..	2	..	5	2	253	6	8	8	266	10. Stumbling whilst walking on the line or platforms.
..	..	..	..	..	..	..	..	..	..	1	2,080	..	..	1	2,080	11. Attending to stationary engines in sheds.
..	..	..	..	..	..	..	..	..	..	..	6	..	..	..	6	12. Being trampled on or kicked by horses.
..	..	..	..	..	..	..	..	..	..	1	1,532	1	..	2	1,532	13. Working on the line or in sidings.
..	..	..	1	..	..	..	1	..	6	13	2,706	19	57	32	2,769	14. Miscellaneous.
..	..	..	5	..	1	..	6	1	14	30	8,773	42	114	73	8,901	Total.

Accidents to railway servants on ***Class I Railways,*** *classified in respect of primary causes, during the year 1937-38*
[The figures in this statement represent the number of railway servants

Railway system.	Misadventure or accidental				Want of caution or misconduct on the part of the injured person.				Want of caution or breach of rules, etc., on the part of servants other than the persons injured.			
	Killed.	Percentage of total.	Injured.	Percentage of total.	Killed.	Percentage of total.	Injured.	Percentage of total.	Killed.	Percentage of total.	Injured.	Percentage of total.
351	352	353	354	355	356	357	358	359	360	361	362	363
Assam-Bengal	1	25·0	5	41·7	3	75·0	7	58·3	..	..	..	..
Bengal and North-Western	5	62·5	26	68·4	3	37·5	12	31·6	..	..	..	..
Bengal-Nagpur	2	25·0	186	87·7	6	75·0	24	11·3	..	..	2	0·94
Bombay, Baroda and Central India.	4	57·1	190	95·5	3	42·9	9	4·53	..	..	..	..
Eastern-Bengal	4	21·1	151	75·5	15	78·9	36	18·0	..	..	13	6·50
East Indian	51	77·3	646	97·7	15	22·7	11	1·66	..	..	4	0·61
Great Indian Peninsula	16	69·6	904	97·0	7	30·4	19	2·04	..	..	9	0·97
Jodhpur	..	..	2	100·0	1	100·0	..	..	..	..	..	..
Madras and Sourthern Mahratta	12	100·0	260	95·9	..	..	11	4·10	..	..	..	..
Nizam's State	1	100·0	20	87·0	..	..	3	13·0	..	..	..	..
North Western	26	96·3	608	99·3	1	3·70	3	0·49	..	..	1	0·16
Rohilkund and Kumaon	..	..	..	..	..	..	6	100·0	..	..	..	..
South Indian	4	100·0	54	90·0	..	..	6	10·0	..	..	..	..
Total	126	70·0	3,052	94·5	54	30·0	147	4·55	..	..	29	0·90

DIX D (*v*).

caused by the movements of trains and railway vehicles exclusive of accidents included in Appendix D (iii). killed and injured included in Appendix D (ii).]

Defective systems of working, dangerous places, dangerous conditions of work or want of rules or systems of working.				Defective apparatus, appliances, etc., or want of sufficient appliances, safeguards, etc.				Total.		Railway System.
Killed.	Percentage of total.	Injured.	Percentage of total.	Killed.	Percentage of total.	Injured.	Percentage of total.	† Killed. (Cols. 352, 356, 360, 364 and 368.)	† Injured. (Cols. 354, 358, 362, 366 and 370.)	
364	365	366	367	368	369	370	371	372	373	374
..	..	..	..	..	..	..	..	4	12	Assam-Bengal.
..	..	..	..	..	..	..	..	8	38	Bengal and North-Western.
..	..	..	..	..	..	..	..	8	212	Bengal-Nagpur
..	..	..	..	..	..	..	..	7	199	Bombay, Baroda and Central India.
..	..	..	..	..	..	..	..	19	200	Eastern Bengal.
..	..	..	..	..	..	..	..	66	661	East Indian.
..	..	..	..	..	..	..	..	23	932	Great Indian Peninsula.
..	..	..	..	..	..	..	..	1	2	Jodhpur.
..	..	..	..	..	..	..	..	12	271	Madras and Southern Mahratta.
..	..	..	..	..	..	..	..	1	23	Nizam's State.
..	..	..	..	..	..	..	..	27	612	North Western.
..	..	..	..	..	..	..	..	..	6	Rohilkund and Kumaon.
..	..	..	..	..	..	..	..	4	60	South Indian.
..	..	..	..	..	..	..	..	180	3,228	Total.

†Exclusive of Burma Railways' figures not furnished due to separation.

Number of accidents which occurred during the year 1937-38 in Railway Workshops

Number of accidents and number of persons killed or injured.	Particulars.	Class I						
		Assam Bengal.	Bengal and North-Western.	Bengal Nag-pur.	Bombay, Baroda and Central India.	Eastern Bengal.	East Indian.	Great Indian Penin sula.
375	376	377	378	379	380	381	382	383
(*a*) Total number of accidents	..	4	16	42	1,979	373	1,562	1,202
(*b*) *Affecting Railway Servants.*								
1. Railway workshops	Killed ..	1	..	..	..	2	2	1
	Injured ..	3	9	30	1,963	365	1,560	1,201
2. New works not opened for traffic ..	Killed ..	..	..	..	..	..	..	..
	Injured ..	..	..	..	..	..	..	..
3. Lines under constructions	Killed ..	..	..	..	1	..	..	..
	Injured ..	..	..	..	15	..	..	..
4. Lines not used for the public carriage of passengers, animals and goods.	Killed ..	..	..	..	..	..	..	..
	Injured ..	..	..	..	..	1	..	..
5. Steamers or flats working in connection with the railway.	Killed ..	..	..	1	..	..	..	..
	Injured ..	..	1	6	..	..	..	..
Total (*b*)	Killed ..	1	..	1	1	2	2	1
	Injured ..	3	10	36	1,978	366	1,560	1,201
(*c*) *Affecting other persons.*								
1. Railway workshops	Killed ..	..	..	..	..	1	..	..
	Injured ..	..	..	..	..	1	..	..
2. New works, not opened for traffic ..	Killed ..	..	..	..	..	..	..	..
	Injured ..	..	..	..	..	..	..	..
3. Lines under construction	Killed ..	..	..	..	..	..	..	..
	Injured ..	..	..	..	..	..	..	..
4. Lines not used for the public carriage of passengers, animals and goods.	Killed ..	..	..	1	..	2	..	..
	Injured ..	..	..	2	..	1	..	..
5. Steamers or flats working in connection with the railway.	Killed ..	..	..	..	..	..	..	..
	Injured ..	..	..	..	..	..	..	..
Total (*c*)	Killed ..	..	..	1	..	3	..	..
	Injured ..	..	..	2	..	2	..	..
(*d*) GRAND TOTAL-(*b*+*c*)	Killed ..	1	..	2	1	5	2	1
	Injured ..	3	10	38	1,978	368	1,560	1,201

DIX D (*vi*).

and certain other places and the number of Railway servants and other persons killed or injured.

Railways.						† Total class I Railways.	Total class II Railways.	Total class III Railways.	† Total all Railways (columns 390, 391 and 392).	No. of accidents and No. of persons killed and injured.	
Jodhpur.	Madras and Southern Mahratta.	Nizam's State.	North Western.	Rohilkund and Kumaon.	South Indian.						
384	385	386	387	388	389	390	391	392	393	394	
..	723	450	1,336	3	371	8,061	..	..	8,061	(*a*) Total number of accidents.	
										(*b*) *Affecting Railway Servants.*	
..	1	..	2	..	..	9	..	..	9	Killed	1
..	727	450	1,334	3	371	8,016	68	4	8,088	Injured	
..	..	..	..	..	..	..	..	..	..	Killed	2
..	..	..	..	..	..	..	..	..	..	Injured	
..	..	..	..	..	..	1	..	..	1	Killed	3
..	..	..	..	..	..	15	..	..	15	Injured	
..	..	..	..	..	..	..	..	..	..	Killed	4
..	..	..	..	..	..	1	..	..	1	Injured	
..	..	..	..	..	..	1	..	..	1	Killed	5
..	..	..	..	..	..	7	..	..	7	Injured	
..	1	..	2	..	..	11	..	..	11	Killed	Total (*b*).
..	727	450	1,334	3	371	8,039	68	4	8,111	Injured	
										(*c*) *Affecting other persons.*	
..	..	..	..	..	..	1	..	..	1	Killed	1
..	..	..	..	..	..	1	..	..	1	Injured	
..	..	..	..	..	..	..	..	..	..	Killed	2
..	..	..	..	..	..	..	..	..	..	Injured	
..	..	..	..	..	..	..	..	..	..	Killed	3
..	..	..	..	..	..	..	..	..	..	Injured	
..	..	..	..	..	..	3	..	..	3	Killed	4
..	..	..	..	..	..	3	..	..	3	Injured	
..	..	..	..	..	..	..	..	..	..	Killed	5
..	..	..	..	..	..	..	..	..	..	Injured	
..	..	..	..	..	..	4	..	..	4	Killed	Total (*c*).
..	..	..	..	..	..	4	..	..	4	Injured	
..	1	..	2	..	..	15	..	..	15	Killed	Grand Total (*d*).
..	727	450	1,334	3	371	8,043	68	4	8,115	Injured	

†Exclusive of Burma Railways' figures not furnished due to to separation.

Rolling-stock fitted with automatic brakes, passenger vehicles lighted by gas or electricity and lower class

Railway system.	Gauge.	Locomotives.		Coaching vehicles (including brake vans used exclusively on passenger service).			Goods vehicles (including brake-vans used indiscriminately on passenger, mixed or goods service, but excluding cranes and their dummy trucks).		
		Total No. on the line.	Percentage of number fitted with automatic brakes to the total No. on the line.	Total number.	Percentage of number braked on total.	Percentage of number piped on total.	Total number.	Percentage of number braked on total.	Percentage of number piped on total.
1	2	3	4	5	6	7	8	9	10
CLASS I RAILWAYS.									
Assam-Bengal	3′ 3⅜″	204	100·0	856	97·8	0·82	5,912	88·5	1·96
Bengal and North-Western	3′ 3⅜″	394	72·3	1,578	67·6	12·9	12,476	*Nil*	0·82
Bengal-Nagpur	5′ 6″	656	100·0	1,103	95·7	4·26	22,645	78·3	21·7
	2′ 6″	115	93·0	414	91·8	*Nil*	1,987	85·3	0·10
Bombay, Baroda and Central India.	5′ 6″	362	100·0	‡992	100·0	*Nil*	10,140	94·0	2·34
	3′ 3⅜″	460	100·0	1,475	99·9	0·07	9,458	38·1	11·0
	2′ 6″	27	*Nil*	72	*Nil*	*Nil*	329	*Nil*	*Nil*
Eastern-Bengal	5′ 6″	294	100·0	1,141	99·7	0·26	8,378	58·9	40·7
	3′ 3⅜″	207	100·0	1,063	88·5	11·5	5,593	38·6	2·22
	2′ 6″	9	*Nil*	58	*Nil*	*Nil*	23	*Nil*	*Nil*
East Indian	5′ 6″	1,542	99·4	3,353	98·7	1·19	51,229	78·8	18·9
Great Indian Peninsula	5′ 6″	682	100·0	2,031	100·0	*Nil*	19,122	91·3	8·48
	2′ 6″	21	*Nil*	51	*Nil*	*Nil*	235	*Nil*	*Nil*
Jodhpur	3′ 3⅜″	107	84·1	345	86·7	4·06	2,695	4·01	2·00
Madras and Southern Mahratta.	5′ 6″	298	99·3	905	98·2	1·77	6,064	86·3	13·7
	3′ 3⅜″	322	73·0	973	88·1	5·14	6,933	2·70	44·6
Nizam's State	5′ 6″	85	100·0	174	99·4	0·57	2,231	78·7	18·9
	3′ 3⅜″	87	85·1	168	100·0	*Nil*	1,457	33·2	1·17
North Western	5′ 6″	1,186	99·0	3,629	100·0	*Nil*	29,274	93·0	6·94
	2′ 6″	100	*Nil*	361	84·2	*Nil*	907	75·0	0·77
Rohilkund and Kumaon	3′ 3⅜″	83	77·1	225	55·6	21·8	2,993	0·97	0·53
South Indian	5′ 6″	151	100·0	476	97·5	2·52	2,484	80·4	18·8
	3′ 3⅜″	383	100·0	†1,519	94·3	4·34	6,078	4·66	4·26
	2′ 6″	11	54·5	35	*Nil*	*Nil*	78	*Nil*	*Nil*
Total		7,786	94·4	22,997	93·9	2·74	208,721	67·4	13·6
CLASS II RAILWAYS.									
Barsi Light	2′ 6″	33	90·9	121	100·0	*Nil*	286	43·7	56·3
Bengal Dooars	3′ 3⅜″	19	47·4	72	15·3	44·4	448	0·44	*Nil*
Bhavnagar State	3′ 3⅜″	39	76·9	202	92·1	5·94	1,212	0·33	1·07
Bikaner State	3′ 3⅜″	54	55·5	179	34·1	16·8	1,262	5·71	0·24
Darjeeling Himalayan	2′ 0″	35	2·90	128	100·0	*Nil*	516	100·0	*Nil*
Dibru Sadiya	3′ 3⅜″	27	81·4	64	82·8	17·2	1,126	28·4	66·3
Gaekwar's Baroda State	3′ 3⅜″	24	95·8	91	98·9	1·10	321	21·2	3·43
	2′ 6″	38	*Nil*	162	*Nil*	*Nil*	743	*Nil*	*Nil*
Gondal	3′ 3⅜″	26	100·0	142	95·1	4·93	700	0·14	2·00
Jaipur State	3′ 3⅜″	13	100·0	78	100·0	*Nil*	188	100·0	*Nil*
Jamnagar and Dwarka	3′ 3⅜″	16	75·0	74	71·6	21·6	598	96·3	0·84
Junagad State	3′ 3⅜″	18	100·0	170	98·2	1·76	361	0·28	6·09
Morvi	3′ 3⅜″	20	90·0	119	97·5	*Nil*	344	3·78	4·65
Mysore	3′ 3⅜″	91	87·9	312	92·0	6·00	1,079	41·0	18·0
	2′ 6″	10	90·0	30	10·0	*Nil*	88	3·00	96·0
	2′ 0″	6	*Nil*	5	*Nil*	*Nil*	52	*Nil*	*Nil*
Shahdara (Delhi)-Saharanpur	2′ 6″	10	*Nil*	49	*Nil*	*Nil*	266	*Nil*	*Nil*
Total	..	479	67·0	1,998	74·4	6·51	9,590	24·3	13·3
GRAND TOTAL (CLASS I & II RAILWAYS).	..	8,265	92·8	24,995	92·3	3·04	218,311	65·5	13·6

† Includes 48 Trailer Coaches (Electric).

‡ Includes 120 Trailer Coaches (Electric).

DIX E.

carriages provided with latrine accommodation ***on Class I and II Railways*** *on the 31st March 1938.*

Passenger vehicles fitted for lighting with gas or electricity.			Lower class carriages provided with latrine accommodation for passengers.				Percentage of vehicles provided with latrine accommodation on the total number in each.				Railway system.
Total number suitable for lighting.	Percentage of number lighted with gas on total.	Percentage of number lighted with electricity on total.	Intermediate class.	Third class.	Composites containing Intermediate or Third Class accommodation.	Total.	Intermediate class.	Third class.	Composites containing Intermediate or Third Class accommodation.	Total.	
11	12	13	14	15	16	17	18	19	20	21	22
											CLASS I RAILWAYS.
722	*Nil*	93·4	4	229	227	460	100·0	95·8	100·0	97·9	Assam-Bengal.
1,349	*Nil*	100·0	61	498	78	637	100·0	51·9	100·0	58·0	Bengal and North Western.
(*b*)840	5·12	94·9	57	345	189	591	100·0	97·7	97·9	98·0	Bengal Nagpur.
(*b*)383	*Nil*	91·9	11	176	65	252	100·0	84·2	73·0	81·6	
778	*Nil*	100·0	*Nil*	299	154	453	*Nil*	94·9	64·7	81·9	Bombay, Baroda and Central India.
1,271	*Nil*	100·0	*Nil*	651	254	905	*Nil*	89·4	100·0	92·2	
72	*Nil*	38·9	*Nil*	33	26	59	*Nil*	76·7	100·0	85·5	
814	*Nil*	100·0	5	184	237	426	100·0	78·3	69·9	73·6	Eastern Bengal.
746	*Nil*	100·0	15	291	231	537	100·0	100·0	100·0	100·0	
58	*Nil*	39·7	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	
(*c*)2,798	*Nil*	81·7	139	1,143	795	2,077	100·0	96·5	97·3	97·0	East Indian.
(*a*)1,309	*Nil*	100·0	1	457	357	815	100·0	82·3	77·9	80·4	Great Indian Peninsula.
49	*Nil*	100·0	*Nil*	26	20	46	*Nil*	92·9	100·0	95·8	
313	*Nil*	93·6	13	98	113	224	100·0	100·0	100·0	100·0	Jodhpur.
(*d*)668	*Nil*	99·7	*Nil*	264	262	526	*Nil*	94·3	97·4	95·8	Madras and Southern Mahratta.
(*d*)812	*Nil*	97·7	*Nil*	353	321	674	*Nil*	100·0	95·3	97·7	
140	20·0	80·0	*Nil*	59	21	80	*Nil*	100·0	100·0	100·0	Nizam's State.
136	44·9	55·1	*Nil*	62	20	82	*Nil*	93·9	87·0	92·1	
*2,653	*Nil*	96·8	45	1,004	823	1,872	100·0	100·0	100·0	100·0	North Western.
*301	*Nil*	81·7	8	178	45	231	100·0	100·0	100·0	100·0	
254	*Nil*	93·7	3	91	52	146	100·0	67·9	100·0	77·2	Rohilkund and Kumaon.
359	*Nil*	94·2	*Nil*	141	102	243	*Nil*	100·0	100·0	100·0	South Indian.
1,391	*Nil*	94·5	*Nil*	558	212	770	*Nil*	83·0	51·2	70·9	
35	*Nil*	100·0	*Nil*	8	1	9	*Nil*	44·4	9·09	31·0	
18,251	0·72	94·0	362	7,148	4,605	12,115	100·0	87·4	88·7	88·2	Total.
											CLASS II RAILWAYS.
110	*Nil*	100·0	*Nil*	24	12	36	*Nil*	32·4	66·7	39·1	Barsi Light.
64	*Nil*	100·0	3	17	10	30	100·0	54·8	100·0	68·2	Bengal Dooars.
142	*Nil*	100·0	*Nil*	85	14	99	*Nil*	100·0	100·0	100·0	Bhavnagar State.
143	*Nil*	97·2	6	86	16	108	100·0	100·0	100·0	100·0	Bikaner State.
106	4·70	87·7	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	Darjeeling Himalayan.
54	*Nil*	94·4	*Nil*	33	12	45	*Nil*	100·0	100·0	100·0	Dibru Sadiya.
162	*Nil*	100·0	*Nil*	50	29	79	*Nil*	100·0	100·0	100·0	Gaekwar's Baroda State.
313	*Nil*	91·7	*Nil*	79	43	122	*Nil*	79·0	100·0	85·3	
112	*Nil*	100·0	*Nil*	62	16	78	*Nil*	100·0	100·0	100·0	Gondal.
74	*Nil*	100·0	*Nil*	60	*Nil*	60	*Nil*	100·0	*Nil*	100·0	Jaipur State.
55	*Nil*	100·0	*Nil*	30	*Nil*	30	*Nil*	88·2	*Nil*	88·2	Jamnagar and Dwarka.
150	*Nil*	100·0	*Nil*	65	37	102	*Nil*	100·0	86·0	94·4	Junagad State.
92	*Nil*	98·9	*Nil*	45	15	60	*Nil*	100·0	83·3	95·2	Morvi.
270	*Nil*	99·0	2	185	28	215	100·0	100·0	100·0	100·0	Mysore.
30	*Nil*	97·0	*Nil*	22	*Nil*	22	*Nil*	100·0	*Nil*	100·0	
5	*Nil*	*Nil*	*Nil*	3	*Nil*	3	*Nil*	100·0	*Nil*	100·0	
53	*Nil*	100·0	3	12	2	17	100·0	28·1	100·0	36·2	Shahdara(Delhi)-Saharanpur.
1,941	0·26	97·2	14	858	234	1,106	100·0	82·1	87·0	83·3	Total.
20,192	0·68	94·3	376	8,006	4,839	13,221	100·0	86·8	88·6	87·8	GRAND TOTAL (CLASS I & II RAILWAYS.

* Includes State Saloons, Store vans, Road vans, Medical vans and Saloons exclusively used for departmental purposes, Military, Dining and Tourist cars.

(*a*) This figure varies from the total figure of columns 46 and 62 of Statement 10-B against G. I. P. Ry., as in the latter are included 131 reserved cars and 56 non-passenger carrying vehicles.

(*b*) Exclude 63 Broad-Gauge and 5 Narrow Gauge Goods Vehicles, respectively, which are included in figures of columns 62 and 9, respectively, of statement 10 of B. N. Ry. (broad and narrow gauges). Also excludes 19 carriages not used for public traffic and includes 2 steam coaches in respect of Broad Gauge and 3 in respect of Narrow Gauge.

(*c*) Includes 3 steam coaches.

(*d*) Exclude 26 and 44 vehicles on the Broad and Metre Gauges, respectively, transferred from Goods Stock as they are not passenger carriages.

APPENDIX F.

Statement showing the cost of the Police Force employed on Railways during the year 1937-38.

Railway system.	Crime and Order Contribution to Local Government.	Watch and Ward.		Total cost to the Railway.	Total cost.	
		Watchmen.	Contingencies.		Per Route Mile.	Per Train Mile
1	2	3	4	5	6	7
Class I.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Assam-Bengal	65,266	93,396	1,782	1,60,444	122·9	0·03
Bengal and North Western	84,180	79,150	4,289	1,67,619	79·0	0·02
Bengal Nagpur	§2,59,604	3,98,916	20,776	6,79,296	200·2	0·04
Bombay, Baroda and Central India	2,27,213	6,46,174	18,090	8,91,477	254·0	0·05
Eastern Bengal	2,38,241	3,60,224	18,489	6,16,954	307·0	0·05
East Indian	3,50,703	(c) 6,88,590	64,032	11,03,325	251·3	0·03
Great Indian Peninsula	(a) 3,28,965	4,06,807	9,111	7,44,883	199·9	0·03
Jodhpur	7,021	24,600	3,108	34,729	32·9	0·02
Madras and Southern Mahratta	2,09,093	2,97,516	10,669	5,17,278	163·5	0·03
Nizam's State	1,67,232	*	34,405	2,01,637	149·6	0·05
North Western	5,80,877	10,20,004	19,756	16,20,637	233·3	0·06
Rohilkund and Kumaon	14,409	23,426	876	38,711	67·9	0·02
South Indian	1,96,426	1,36,956	2,587	3,35,969	132·7	0·02
Total	27,29,230	41,75,759	2,07,970	71,12,959	196·8	0·04
Class II.						
Barsi Light	4,300	6,034	122	10,456	51·6	0·02
Bengal Dooars	*Nil*	7,481	333	7,814	48·6	0·02
Bhavnagar State	13,610	12,448	*Nil*	26,058	84·9	0·04
Bikaner State	43	7,054	212	7,309	9·18	0·01
Darjeeling Himalayan	1,562	*Nil*	*Nil*	1,562	10·7	0·00
Dibru Sadiya	*Nil*	4,740	*Nil*	4,740	55·1	0·01
Gaekwar's Baroda State	*Nil*	10,346	191	10,537	16·3	0·01
Gondal	13,094	10,835	52	23,981	116·3	0·04
Jaipur State	(b)	(b)	(b)	(b)	(b)	(b)
Jamnagar Dwarka	1,979	3,181	67	5,227	33·2	0·02
Junagad State	5,659	2,073	*Nil*	7,732	33·7	0·02
Morvi	8,143	1,572	*Nil*	9,715	73·5	0·02
Mysore	*Nil*	10,440	*Nil*	10,440	14·1	0·01
Shahdara (Delhi)-Saharanpur Light	*Nil*	4,840	176	5,016	54·2	0·03
Total	48,390	81,044	1,153	1,30,587	34·2	0·02
Class III Total	10,752	11,177	128	22,057	19·6	00·1
Grand Total	27,88,372	42,67,980	2,09,251	72,65,603	176·9	0·04

* Included in column 2.

§ Includes Rs. 1,44,957 for additional Police Force deputed during the strike in 1936-37.

(*a*) Represents expenses incurred by Provincial Government on 'Order' Police from 1st April 1937 *Vide* section187 (3) of the Government of India Act 1935.

(*b*) The cost of Police force and Watch and Ward Staff is borne by the Jaipur Goverment under Jaipur State Police Budget.

(*c*) Includes Rs. 985 on account of passages of Officers under Lee concession.

APPENDIX G.

Errata showing (*i*) Corrections in comparative statements (*i.e.*, statements in which two or more years' figures are published),

(*ii*) Corrections in statements in which only one year's figures are published, and

(*iii*) Corrections relating to earlier years [other than those referred to at (*i*) and (*ii*)],

in Vol. II of the annual Report by the Railway Board on Indian Railways.

PART I.—*Corrections in comparative statements showing two or more years' figures [item (i) in heading above].*

Please see corrected figures referred to as "revised figures" in footnotes on pages 7, 12, 13, 15, 46, 47, 48, 49, 51, 56, 97, 99, 110, 112, 114, 117, 129, 132, 134, 135, 139, 141, 142, 144*, 154, 155, 158, 159, 160, 216, 217, 222, 232, 233, 234, 235 and 236.

* Previous years' figures in respect of Bengal and North Western Railway in cols. 7 and 8 of Statement 25 are incorrect as they are based on gross ten miles-goods and proportion of mixed only.

PART II.—[*Showing particulars of (ii) and (iii) heading above*].

Reference to Vol. II.	Particulars.	Year to which correction pertains.	Number of—		Column No.	Particulars.	
			Page(s).	Summary statement Appendix.		Figures as shown.	Figures as should be.
1936-37	Heading 7 net ton miles (Class I Railways).	1935-36	12	Summary X	2	20,295,579	20,295,581*
1936-37	Heading 7 net ton miles (3′ 3⅜″ gauge).	1935-36	13	Do. ..	10	3,718,827	3,718,829*
1936-37	Heading 7 net ton miles (All Railways).	1935-36	13	Do. ..	14	20,553,684	20,553,686
1936-37	Class II Railways	1935-36	7	Summary V	8	††4·03	4·03
1936-37	Total other Railways ..	1935-36	7	Do. ..	8	††5·59	5·59
1936-37	Grand Total	1935-36	7	Do. ..	8	††3·74	3·74
1936-37	Total Class II Railways ..	1935-36	45	Statement 5	9	††4·03	4·03
1936-37	Grand Total	1935-36	47	Do. ..	9	††3·74	3·74
1936-37	Total Class I Railways ..	1935-36	115	Statement 14 ..	10	**3·79	3·79
1936-37	Do. ..	1935-36	115	Do. ..	13	**1·94	1·94
1936-37	Total Class III Railways ..	1935-36	220	Statement 36 ..	26 and 27	††15·7	15·7
1936-37	Class I Railways	1935-36	14	Summary XI ..	4	‡1·94	1·94
1936-37	Do. ..	1935-36	14	Do. ..	7	‡3·79	3·79
1936-37	3′ 3 3/8″ Gauge	1935-36	14	Do. ..	4	‡1·67	1·67
1936-37	Do. ..	1935-36	14	Do. ..	7	‡2·90	2·90
1936-37	Do. ..	1935-36	14	Do. ..	8	‡185	185
1936-37	Total	1935-36	14	Do. ..	7	‡3·85	3·85
1936-37	Do. ..	1935-36	14	Do. ..	8	‡300	300
1936-37	Total 2′ 6″ and 2′ 0″ Gauges ..	1935-36	94	Statement 12 ..	3	,3	3,3
1935-36	Jamnagar and Dwarka ..	1935-36	270	Appendix E.	7	93·3	22·7
1936-37	Do. ..	1936-37	270	Do ..	7	94·6	23·0
1936-37	South Indian	1935-36	113	Statement 14 ..	8	1,01,15	1,01,51
1936-37	Do	1935-36	114	Do. ..	4	3,34,56	3,43,56
1931-32	Assam Bengal	1931-32	43	Statement 5	10	(*a*) Includes Rs. 75,70,000 Capital.	(*a*) Excludes Rs. 75,70,000 Capital.
1932-33 to 1936-37	Assam Bengal	1931-32 to 1936-37	43	Do. ..	10		
1936-37	Heading in Col. 7 (portion within brackets).	..	160	Statement 28 ..	7	Including weight—departmental.	Excluding weight—departmental.
1936-37	Eastern Bengal 5′ 6″ Gauge ..	1936-37	190	Statement 30 ..	126	0·1	0·14

Reference to Vol. II.	Particulars.	Year to which correction pertains.	Number of—		Column No.	Particulars.	
			Page(s).	Summary statement Appendix.		Figures as shown.	Figures as should be.
1936-37	Footnotes	1936-37	198	Statement 30 ..	3rd footnote.	..	§ to be inserted before the footnote.
1936-37	Do.	1936-37	204	Do. ..	Do.	‡	§
1936-37	Nizam's State	1936-37	180	Do. ..	25	(*i*) appearing above the figures (both 5′ 6″ and 3′ 3 3/8″ Gauges) should be deleted.	
1936-37	Bengal and North Western ..	1936-37	190	Do. ..	120 to 123	†	‡
1936-37	Do. ..	1936-37	205	Do. ..	285	* to be deleted.	
1936-37	Jodhpur	1936-37	205	Do. ..	283	(*c*) should be put on the figures in this column.	
1936-37	Great Indian Peninsula Gauge.	1936-37	181	Do. ..	37	0·36	0·56
1936-37	Do.	1936-37	205	Do. ..	285	8,722,248	8,72,92,248
1936-37	Great Indian Peninsula 2′ 6″ Gauge.	1936-37	181	Do. ..	37	0·01	0·05
1936-37	Great Indian Peninsula ..	1936-37	88	Statement 10 ..	4 Goods stock (Narrow gauge).	.29	30
1936-37	South Indian	1936-37	88	Do. ..	Do.	..	1
1936-37	Total	1936-37	88	Do. ..	Do.	126	128
1936-37	Great Indian Peninsula ..	1936-37	91	Statement 11 ..	23 (Narrow gauge).	..	1
1936-37	South Indian	1936-37	91	Do. ..	Do.	..	1
1936-37	Total	1936-37	91	Do. ..	Do.	—1	1
1936-37	Class I Railways 2′ 6″ and 2′ 0″ Gauges.	1936-37	11	Summary VIII ..	27	126	128
1936-37	Do. ..	1936-37	11	Summary IX	24	—1	1
1936-37	Tottl 2′ 6″ and 2′ 0″ Gauges ..	1936-37	11	Do. ..	24	—11	—9
1935-36	Bombay Baroda and Central India.	1935-36	78	Statement 9... ..	12 (Narrow Guage).	9·00	12·0
1926-27 and 1927-28	Dholpur Bari	1926-27	46	Statement 5	9	7·30	7·29
1927-28 and 1928-29	Do. ..	1927-28	46	Do. ..	9	6·58	6·03
1928-29 and 1929-30	Do. .. Dholpur State	1928-29	46	Do. ..	9	4·42	4·15
1929-30 and 1930-31	Do. ..	1929-30	46	Do. ..	9	6·36	6·35
1930-31 and 1931-32	Do. ..	1930-31	46	Do. ..	9	4·57	4·56
1931-32 and 1932-33	Do.	1931-32	46	Do. ..	9	3·16	2·98
1933-34 and 1934-35	Do. ..	1933-34	46	Do. ..	9	3·87	3·85
1934-35 and 1935-36	Do. ..	1934-35	46	Do. ..	9	4·60	4·35
1935-36 and 1936-37	Do. ..	1935-36	46	Do. ..	9	3·26	3·08
1936-37	Great Indian Peninsula ..	1936-37	194 and 195	Statement 30, Table C (*a*)	179	48·0	23·0
					180	10·8	4·85
					183	9·05	44·5
					184	18·1	9·40
					189	2·26	0·98
					190	0·47	0·21
1935-36	Do. ..	1935-36	Do.	Do. ..	179	48·1	23·0
					180	10·6	4·97
					183	91·8	45·3
					184	18·7	9·79
					189	2·94	1·13
					190	0·54	0·25

Reference to Vol. II.	Particulars.	Year to which correction pertains.	Number of—		Column No.	Particulars.	
			Page(s).	Summary / Statement / Appendix.		Figures as shown.	Figures as should be.
1934-35	Great Indian Peninsula ..	1934-35	194. and 195	Statement 30, Table C.	191	49·0	24·6
					192	11·1	5·19
					195	94·6	46·9
					196	19·1	9·91
					201	4·44	1·72
					202	0·78	0·36
1933-34	Do. ..	1933-34	Do.	Do.	191	52·9	25·2
					192	11·2	5·32
					195	93·3	46·6
					196	18·8	9·85
					201	4·18	1·55
					202	0·69	0·33
1932-33	Do. ..	1932-33	Do.	Do.	191	56·8	26·9
					192	11·9	5·54
					201	4·02	1·55
					202	0·68	0·32
1932-33 to 1936-37	Footnote below Table C (*a*)	1932-33 to 1936-37 each Volume.	Do.	Do.	Footnote	The existing footnote under Table C (*a*) should be replaced by the following note— "NOTE—The figures of different railways exhibited in this Table are not susceptible of comparison as they are not compiled on a uniform basis".	

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